RAILROAD MAGAZINE

DECEMBER, 1966

50¢

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

©1962 Comate Corporation, 20 West 45 Street, New York 36

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors

Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION DEPT. 3411-R
20 West 45th Street, New York 36, N. Y.

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

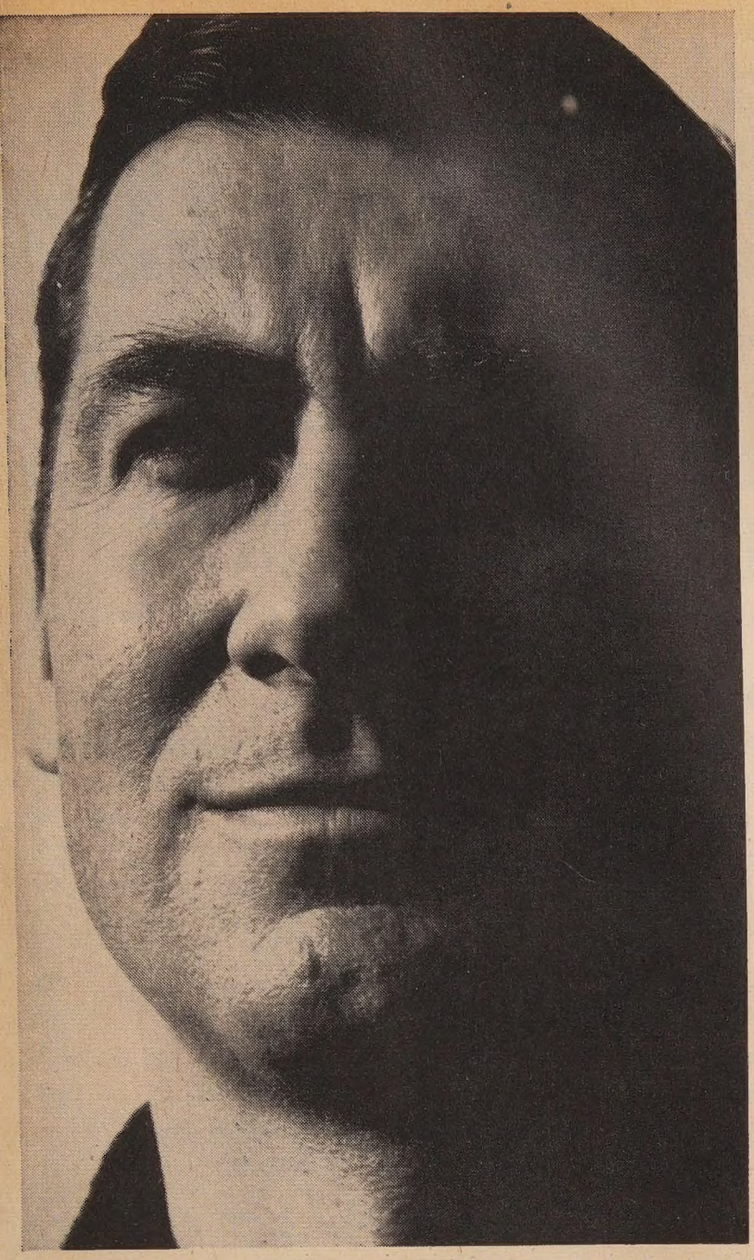
- ☐ **Enclosed find $10. (Check, cash money order) Send postpaid.**
- ☐ **Send C.O.D. I will pay postman $10 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.**

Name_____

Address_____

City_____ **Zone**____ **State**_____

RUSH THIS NO-RISK COUPON TODAY!



IT TAKES A REAL MAN TO WIN AN I.C.S. DIPLOMA!

Here's training for the man who can take it "straight"—without the fancy trimmings.

With I.C.S., your "classroom" is your home. Your "laboratory" or "shop" is the place you work. Every minute you spend is productive—no commuting, no long-winded discussion groups, no waiting for slower students to catch up.

You gauge your progress not by marks and grades alone but by pay boosts and promotions. And these are likely to come fast.

This is the most demanding kind of training. You select your own subjects, set your own pace, apply what you learn to your own specific needs —all while holding down a full-time job and possibly supporting a family.

Is it any wonder that men who can win I.C.S. diplomas often turn out to be leaders in their fields? I.C.S. has more of its former students now in supervisory and management positions than any other school.

It takes a real man to win an I.C.S. diploma. And the first step is mailing the coupon. Such a simple act sounds easy. Actually, it's the one thing that separates the "planners" from the "plodders." If you're the man we think you are, you'll mail the coupon NOW.

Clip coupon here—and take your first big step to real success! **I.C.S., Scranton, Penna. 18515** **Accredited Member National Home Study Council**

INTERNATIONAL CORRESPONDENCE SCHOOLS ICS

Dept. 3075, Scranton, Penna. 18515 (In Hawaii: P. O. Box 418, Honolulu. In Canada: I. C. S. Canadian, Ltd. In other countries: I. C. S. World, Ltd.)

Yes, I want to know about how I can get ahead through I. C. S. Rush me FREE Success Kit with 3 valuable booklets: "How to Succeed," opportunity booklet on the field I've checked below, actual sample I. C. S. lesson. (Special WICS booklets for women.) CONVENIENT PAYMENT PLAN.

ARCHITECTURE and BUILDING TRADES
- ☐ Air Conditioning Maint.
- ☐ Architecture
- ☐ Arch. Drawing & Design
- ☐ Building Contractor
- ☐ Carpenter-Builder
- ☐ Carpentry & Millwork
- ☐ Heating & Air Conditioning with Drawing
- ☐ House Planning, Interior Design
- ☐ Reading Arch. Blueprints
- ☐ Refrigeration, Air Conditioning

ART and DESIGN
- ☐ Commercial Art
- ☐ Interior Decorating
- ☐ Sign Painting & Design
- ☐ Sketching & Painting

AUTOMOTIVE
- ☐ Auto Mechanic-Technician
- ☐ Body Rebuilding, Refinishing
- ☐ Electrical Technician
- ☐ Engine Tune-Up
- ☐ Transmission Specialist

BUSINESS
- ☐ Accounting (Canadian)
- ☐ Advertising
- ☐ Business Administration
- ☐ Canadian Business Courses
- ☐ Cost Accounting
- ☐ Gen'l Accounting
- ☐ Industrial Psychology
- ☐ Managing a Small Store
- ☐ Practical Accounting
- ☐ Programming for Digital Computers
- ☐ Programming the 1401
- ☐ Public Accounting
- ☐ Purchasing Agent
- ☐ Real Estate Sales
- ☐ Retail Business Mgmt.
- ☐ Salesmanship
- ☐ Sales Management
- ☐ Traffic Management

CHEMICAL
- ☐ Analytical Chemistry
- ☐ Chem. Engineering
- ☐ Gen'l Chemistry
- ☐ Chem. Lab. Technician
- ☐ Plastics Technician

CIVIL ENGINEERING
- ☐ Civil Engineering
- ☐ Construction Eng'n'r'ng
- ☐ Highway Engineering
- ☐ Sewage Plant Op'r
- ☐ Structural Engineering
- ☐ Surveying & Mapping
- ☐ Water Works Operator

DRAFTING
- ☐ Architectural
- ☐ Drafting Technology
- ☐ Electrical and Electronic
- ☐ Mechanical
- ☐ Structural

ELECTRICAL
- ☐ Appliance Servicing
- ☐ Elec. Eng. Technician
- ☐ Ind. Elect. Technician
- ☐ Motor Repairman
- ☐ Practical Electrician
- ☐ Practical Lineman
- ☐ Reading Electrical Blueprints

ELECTRONICS
- ☐ Electronic Computers
- ☐ Electronics Fundamentals
- ☐ Electronics Technician
- ☐ General Electronics
- ☐ Industrial Electronics
- ☐ Practical Telephony

ENGINEERING (Professional)
- ☐ Chemical ☐ Civil
- ☐ Electrical ☐ Mechanical
- ☐ Math & Mechanics for Engineering

HIGH SCHOOL
- ☐ High School Business
- ☐ High School (Canadian)
- ☐ High School General
- ☐ High School Math
- ☐ High School Secretarial
- ☐ High School Vocational
- ☐ College Preparatory

LANGUAGES (Edited by Berlitz)
- ☐ French ☐ German
- ☐ Italian ☐ Spanish

MECHANICAL and SHOP
- ☐ Gas and Electric Welding
- ☐ Industrial Engineering
- ☐ Ind. Instrumentation
- ☐ Machine Design
- ☐ Machine Shop Practice
- ☐ Quality Control
- ☐ Reading Shop Prints
- ☐ Tool Design

SECRETARIAL
- ☐ Clerk-Typist
- ☐ Professional Secretary
- ☐ Shorthand
- ☐ Stenographic ☐ Typist

STEAM and DIESEL POWER
- ☐ Power Plant Eng'n'r'ng
- ☐ Steam Engineering

SUPERVISION
- ☐ Foremanship-Sup'rv'n
- ☐ Personnel-Lab. Rel'ns

TV-RADIO
- ☐ Radio & TV Servicing
- ☐ Radiotelephone License

MISCELLANEOUS
- ☐ Textile
- ☐ Other (Please specify)

_____

Name_____ Age_____
(Please indicate whether Mr., Miss or Mrs.)

Address_____

City_____ State_____ Zip Code_____

Occupation_____ Employed by_____

☐ **I am a member of U. S. Armed Forces. Send me facts about special low rates.**

Working Hours_____A.M. to_____P.M. ***Special Training Programs for Industry***

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 80, NO. 2 DECEMBER, 1966 50 CENTS

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

H. L. KELSO
Contributing Editor

ILLUSTRATED FEATURES

Photographs of the Month 17
Pennsy High-Speed Electrics ..... Bert Pennypacker 22
Interesting Railfans No. 48: Omer Lavallee 32
Calcutta's Streetcar System ..... Fritz Lehmann 38
Chesapeake & Ohio Stream Roster (1926) 58

FICTION

Railroad or Ramble ..... Keith Davis 40

SHORT HAULS

Central of Georgia Roster ..... Sy Reich 30
Along the Iron Pike *(pictorial)* ..... Joseph Easley 49
Roster: West Virginia Shortlines ..... Sy Reich 54
Automatic Fare Collection *(photographs)* 56

DEPARTMENTS

The Mail Car 6
Information Booth 27
Transit Topics 35
The Hobby Club 44
Books of the Rails 50
Pen Pals Wanted 54
Coming Events 63
The Switch List 64

Beach picnic for passengers of the first fantrip on the island of Jamaica, British West Indies. **(See page 18.)**
Photo by C. J. Stratmann

HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 145 East 52nd St., New York, N.Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1966, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U.S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado

NOW YOU CAN BUY FORDS, CHEVROLETS, DODGES BELOW WHOLESALE!!

NO GIMMICKS, NO HIDDEN CHARGES . . . THIS IS A STRAIGHT, HONEST OFFER! *IMMEDIATE DELIVERY GUARANTEED.* RIGHT TO YOUR FRONT DOOR ANYWHERE IN THE UNITED STATES!!

ONLY $50 DOWN	AND THE BALANCE ON LONG EASY MONTHLY PAYMENTS!!! ANOTHER BIG SPECIAL FOR CLUB MEMBERS ONLY. JOIN TODAY.	ONLY $50 DOWN

HOW DO YOU GET IN ON THIS FABULOUS DEAL?

All you have to do is join the WHOLESALE-DISCOUNT BUYERS CLUB. As a member we'll show you how you can get the car of your choice **immediately** at the lowest ever price as shown above.

WHAT ELSE DOES THE CLUB DO?

As a club member, you receive regular mailings with pictures and descriptions of dozens and dozens of **name brand** items that you can buy direct by mail at fantastic low, low wholesale-discount prices. Name brands such as DUNCAN-HINES, DORMEYER, COLEMAN, GRUEN, PRESTO, INTERNATIONAL SILVER, NUTONE, POLAROID, REMINGTON RAND, SCHICK, SMITH CORONA, SUNBEAM, WATERMAN, WEBCOR, WEAREVER, WESTINGHOUSE AND MANY, MANY MORE...APPLIANCES, TV SETS, TYPEWRITERS, WATCHES, JEWELRY, RADIOS, STEREO SETS, COOKWARE, FISHING SETS, SILVERWARE, HUNTING EQUIPMENT, BOOKS, GLASSWARE, LINENS, DRAPERY, FABRICS, FURNITURE, TOYS, FUR STOLES, HOSIERY, CLOTHING, SHOES, AND MUCH, MUCH MORE . . . Why pay regular retail prices? Join the WHOLESALE-DISCOUNT BUYERS CLUB today and start saving big money.

MONEY BACK GUARANTEE

We're so certain that you'll be absolutely thrilled as a member of the club, that we'll refund your $3.00 membership fee anytime during the year you belong if you are dissatisfied for any reason whatsoever, with no questions asked. You have nothing to lose and everything to gain!

HOW MUCH DOES IT COST TO JOIN THE CLUB?

You pay only three dollars for a full year's membership! There are no other charges, nothing else to pay. And you are under no obligation of any kind when you join the club. You don't have to buy anything at all if you don't want to.

WHOLESALE-DISCOUNT BUYERS CLUB
DEPT. 118-12
333 OLD TARRYTOWN ROAD
WHITE PLAINS, NEW YORK 10603

I enclose three dollars as payment in full for a year's membership in the WHOLESALE-DISCOUNT BUYERS CLUB. Please send complete information on the automobiles as described above, immediately by return mail. Also put me on the list to receive the descriptions and photos of name brand merchandise that I can purchase at wholesale and discount prices by mail. I understand that I am not obligated to buy anything and that I will receive a full refund of my $3.00 membership fee at anytime, with no questions asked.

NAME_____

ADDRESS_____

CITY_____ STATE_____

ZIP CODE_____

THE MAIL CAR

Where editors and readers meet

OUR cover photo, showing a Canadian National train on Kohisla trestle in British Columbia was made in 1941 by Elwood White, No. 46 of our *Interesting Railfans* 2673 Sooke Rd., Victoria, B.C., Canada. ●

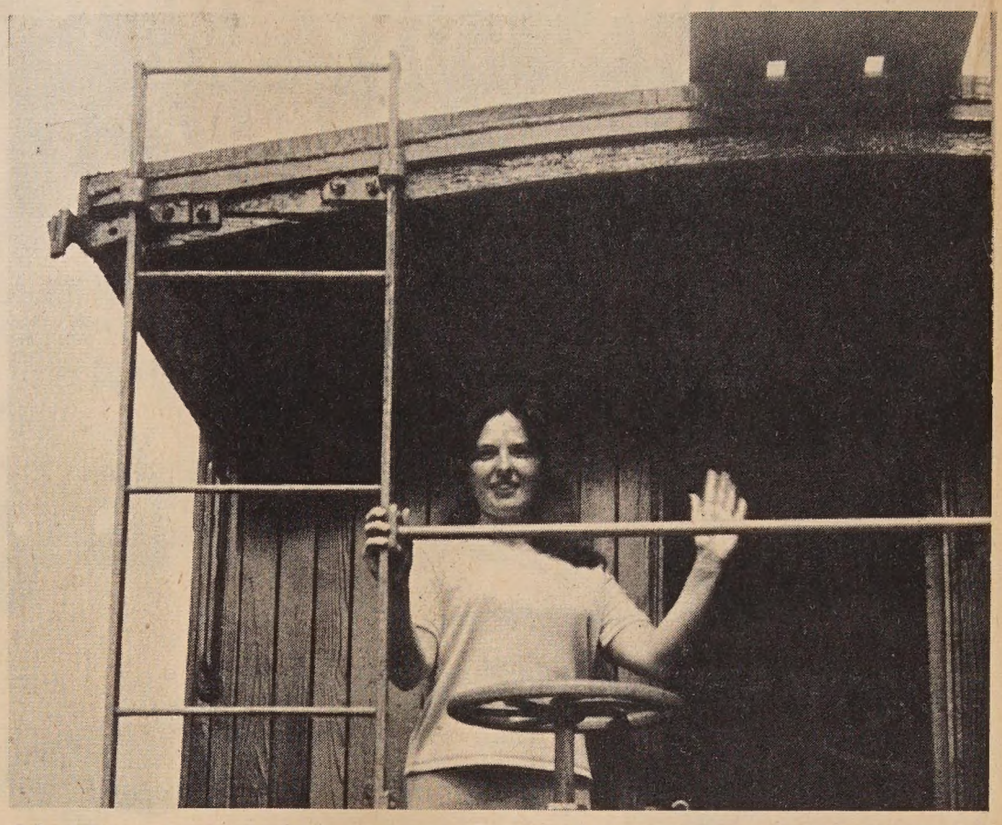
STEAM is dwindling rapidly in Mexico and Central America, reports B. Thomas Walsh, of Pittsburgh, Pa., author of the South American steam article in our November issue. Tom has just returned from touring some of North America's Latin countries.

"I managed to get good action shots of big Niagaras on the National Railways of Mexico," he tells us, "after obtaining permission from the Superintendent of Operations to photograph at will throughout the Valley of Mexico yards—a privilege which is ordinarily hard to come by. Only 19 Niagaras are left; on various days I caught most them working. Four to six Niagaras are used on any single day, mostly as helpers and for local freight when traffic warrants.

"Also, I had fine luck with steam on the west coast and in Chihuahua. Two big thrills were catching a Shay-powered line in the high mountains with dense coal-smoke and a midget Mallet on 2½-foot-gage Penoles Railway. That line used to have two such Mallets. One was sold to a group in the U.S.; the other is kept on stand-by for use when their diesel undergoes repairs. About two years ago *Trains* magazine stated erroneously that the other Mallet had been scrapped, so I was surprised to find her on the job.

"Down in Costa Rica, a mule-powered common carrier railway is still staggering on. Oh, yes, I photographed in action the last two standard-gage 4-4-0's left on Yucatan Railways. I also covered two very inaccessible lines: the Verapaz Railway in Guatemala, which runs a train on Thursdays, and the Belice Estates Railway at Gallon Jug, British Honduras. However, I was disappointed to find that a couple of sugar lines in Mexico had converted to truck and that the narrow-gage Standard Fruit Railway in Honduras was now fully dieselized." ●

RAILROAD GIRLS intrigue Charles E. Gardiner, 39-20 220th St., Bayside, N.Y. 11361, who writes: "Any time I can look at a picture of a cute chick such as the one on page 13 of your August issue I'm registering a yea vote. Such subjects cheer up a lot of long faces, even though the engine is relegated to the background."



Like many other steam shortlines, the Graham County Railroad in North Carolina offers caboose rides as well as travel in coaches on 3.5 miles of its 12-mile route. Louise Sawyer prefers engine cabs but will settle for a caboose any day.
Photo by H. Reid, co-author of "Rails Through Dixie"

That is his answer to H. E. Chelf's note in October "We could do without photos of females such as those in your August issue on page 13," etc. Among the readers who agree with Mr. Chelf is Larry Vodra, 2140-B N. Mitchener Rd., China Lake, Calif. He says "*Railroad* would do better without such pictures."

Another Californian, H. R. Howard, 34620 Ave. G, Yucaipa 92388, states: "As for railroad women, more power to them! Their pix lend youth and charm to the pages of my favorite magazine. Do not stop publishing such photos."

"Since girls are still being built the way they always have been," writes R. E. Minerd, 58 Lynwood Rd., Scarsdale, N.Y. 10583, "and steam locomotives are no longer being built at all (on our continent), I'd rather see the magazine space occupied by a nicely-stacked engine than—well, you get the message."

"Pictures of railroad girls are a welcome addition to the magazine," enthuses K. F. Bowen, 920 Potomac Ave., Erie, Pa. 16505. "Keep them coming!"

Now listen to H. Reid, co-author of the recent book *Rails Through Dixie*: "I've never had so much correspondence on any of the thousands of photos I've made as I did on that shot of Louise Sawyer in October *Railroad*. The comments were largely favorable."

Says A. D. Salter, 22 Viola, Euclid Beach Park, Cleveland, Ohio 44110, "Print girlie pictures often."

A Canadian National spare operator, Donald Hillman, Box 583, Fredericktton, N.B., Canada, describes himself as "one person who enjoys snapshots and write-ups of women interested in railroading."

Warren B. Crater, Jersey Central engineer and author of two CNJ books, writes from his home at 270 W. Colfax Ave., Roselle Park, N.J. 07204: "I like pictures of railroad girls. Keep on publishing them."

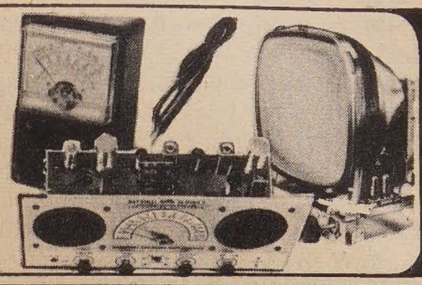
These letters are typical of a heavy mail received on the subject. A Chicago priest makes this reservation: "Photographs of railroad women, if decently clothed, have a definite place in the magazine." He asks us not to show girls in swim suits or shorts. One railfan says he'd rather see only views of engines, trains, and cars, without any human beings at all—not even railroad men at work! Oh, well, you can't please everybody. ●

Move Up Faster — Make More Money With N.T.S. "PROJECT METHOD" HOME TRAINING

Looking for your first real job in industry? Are you stalemated in a dead-end job? Or, are you being left behind because you're not up on new industry methods? Don't let technical progress — automation — pass you up. There's an N.T.S. Project Method training program to help you MOVE UP FASTER and MAKE MORE MONEY!

N.T.S., a leading technical school for more than 60 years, **shop-tests every lesson and manual.** Easy-to-follow lessons are fully illustrated so you can learn fast. Look over the big opportunity home study courses below. Choose your field! Check the coupon and mail it today! You'll soon be on your way to a high-paying new career!

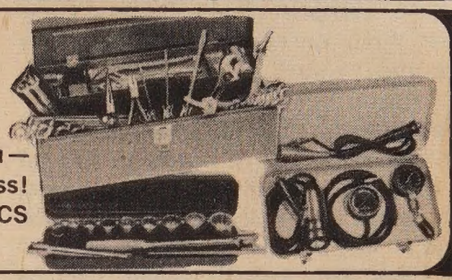
ELECTRONICS DIVISION



1. Electronics-TV-Radio Servicing and Communications
2. Master Course in Electronics-TV-Radio Advanced TV and Industrial Electronics
3. FCC License Course
4. Radio Servicing (AM-FM-Transistors)
5. Television Servicing (Including Color)
6. Stereo, Hi-Fi and Sound Systems
7. Basic Electronics
8. Electronics Math

Train yourself quickly for America's "big future" industry! BIG EQUIPMENT KITS come with many of the electronics courses — at NO EXTRA COST! NO KIT DEPOSITS REQUIRED — equipment is included with your tuition.

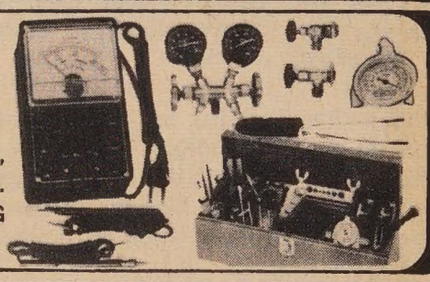
AUTO-MECHANICS DIVISION



1. Automotive-Diesel Master Course
2. Automotive Mechanics
3. Diesel Mechanics
4. Engine Tune-up and Electricity

Eighty million cars and trucks need maintenance! Here's opportunity for you — in manufacturing, in sales and service — in your own auto repair business! VALUABLE TOOLS AND EQUIPMENT COME WITH ALL N.T.S. AUTO-MECHANICS COURSES! NO KIT DEPOSITS REQUIRED — NO EXTRA COST!

AIR CONDITIONING — REFRIGERATION DIVISION



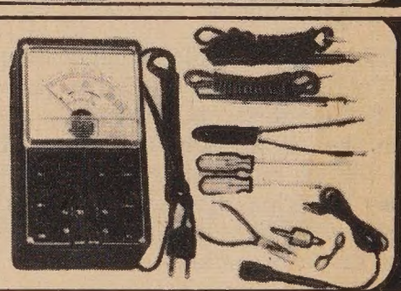
1. Air Conditioning-Refrigeration Servicing Course
2. Air Conditioning, Refrigeration & Electrical Appliances Master Course

Good income in installation & servicing homes, factories, schools, hotels & motels, office buildings, stores, cars, trains, buses and in servicing electrical appliances. The trained man in these fields is in demand! BOTH COURSES COME WITH BIG EQUIPMENT KITS AT NO EXTRA CHARGE. NO KIT DEPOSITS REQUIRED.

HIGH SCHOOL AT HOME

National offers accredited high school programs. Take only subjects you need. Study at your own pace. Everything included at one low tuition. Check special High School box in coupon for full information and FREE catalog.

HOME APPLIANCES DIVISION



1. Home Appliances Master Technician's Course.
2. Home Appliances Servicing Course.
3. Handyman Appliance Repair Course.

Any one of these courses prepares you quickly for a career. Earn while you learn. **No kit deposits required. No extra cost.**

Classroom Training at Los Angeles.

You can take classroom training at Los Angeles in Sunny Southern California. N. T. S. is the oldest and largest school of its kind. Check Resident School box in coupon for details.

SEND FOR FREE BOOK & SAMPLE LESSON

CHECK ONE ONLY

NATIONAL TECHNICAL SCHOOLS
WORLD-WIDE TRAINING SINCE 1905
4000 S. Figueroa Street, Los Angeles, Calif. 90037

YOU ENROLL BY MAIL UNDER N.T.S. "NO OBLIGATION PLAN." WE HAVE NO SALESMEN; THIS MEANS LOWER TUITION FOR YOU.

Accredited Member National Home Study Council

NATIONAL TECHNICAL SCHOOLS
WORLD-WIDE TRAINING SINCE 1905

NATIONAL TECHNICAL SCHOOLS, DEPT. 209-116
4000 S. Figueroa St., Los Angeles, Calif. 90037

Please rush FREE BOOK AND SAMPLE LESSON on courses in the division checked below. No obligation. No salesman will call.

- ☐ ELECTRONICS Division
- ☐ AUTO-MECHANICS Division
- ☐ HIGH SCHOOL Department
- ☐ AIR CONDITIONING-REFRIGERATION Division
- ☐ HOME APPLIANCES Division

Name _____ Age _____

Address _____

City _____ State _____ Zip _____

- ☐ Check for Veteran Training under new G.I. Bill
- ☐ Check here if interested only in classroom training at Los Angeles.

NEWS ITEMS. Passenger travel on the Santa Fe is being boosted by fare cuts of about 20 percent on all trains every day during the off-season that will end May 15th. Also, the Santa Fe and 15 other Western roads have reduced fares 10 percent for all employes of U.S. civilian agencies traveling on official business. Similar cuts were made years ago for military personnel on official business.

Several Negroes now belong to the Brotherhood of Locomotive Engineers, the BLE having eliminated from its constitution the provision that nonwhites could not join. The 40,000-member Brotherhood also struck from its constitution the requirement that any applicant for membership must be sponsored by three members. First of his race to be accepted into the BLE, so far as we know, is Donald Hendricks, a colored motor switchman on the Port Authority Trans Hudson commuter line operating between New York and Newark.

For the first time in almost 30 years, new freight cars have begun to roll off the production lines at the Hammond, Ind., plant of Pullman-Standard, the world's largest builders of railroad cars. P-S also builds freight cars at Michigan City, Ind.; Bessemer, Ala., and Butler, Pa.

U.S. railroads have set an all-time record in their anti-hotbox campaign—1,862,611 miles run by the average freight car for each hotbox incident, according to the Association of American Railroads.

The Pennsy, employe publication of the Pennsylvania Railroad, has received a distinguished achievement award from the Association of Railroad Editors for an article describing the PRR policy of hiring, placing, and upgrading employes without regard to race, religion, color, or national origin.

Also on the PRR, the first fully transistorized solid-state radio telephones to increase efficiency in operation of freight and passenger trains are being installed on about 2,700 locomotives, cabooses and wayside control towers. ●

CABOOSE cookery was a major item 48 years ago when William J. Moore (now 7520 25th Ave., N.W., Seattle, Wash.) began railroading on the Great Northern, at age 18.

"We worked over the Cascade Mountains through the tunnel at Wellington, Wash., where electric motors pulled us through the 3-mile hole," he recalls. "The winters were tough. Snow 10 to 15 feet deep, and we never knew when we'd get stuck behind a slide. As rear brakeman I had to do the cooking. We lived on the caboose, did all our shopping at Maloney's store in Skykomish, and split the bills three ways.

"I'd never start on a trip without three dozen eggs, a big slab of bacon or a big ham, lots of beans, a sack of spuds, flour for biscuits and hotcakes, and beef for stew. Sometimes we'd be snowed in for three days, and then we shared the grub with our two engineers and two firemen; each paid me 30 cents per meal. I put the money in a can to buy more groceries. I'd also buy a gallon of whiskey. This was not allowed, but the trainmaster looked at the moon while we were taking a shot to warm up. Then I'd leave the jug in plain view where he could drink when I wasn't around.

"In those days a train with two engines hauled 16,000 tons over the hill between Everett and Leavenworth. We never made it in 16 hours. Now they take six hours with one engine and 10,000 tons. We had to ride the car tops downhill in all kinds of weather and use hand-brakes. Today a brakeman rides the caboose and can polish his shoes while going down the grade." ●

SOUTH AFRICA has much active steam power, reports Allen A. Jorgensen, an American-born railfan and free-lance photographer now living in South Africa with his wife and baby son at 128 Harrison St., Wanderers View, Johannesburg.

"Even though electricity is rapidly replacing steam on South African main lines," he writes, "many years will pass before steam finally disappears from this country, because the prime source of energy here is coal, whether used in locomotive fireboxes or power stations generating electricity. South African Railways have some 2,500 steamers, 850 electric locomotives, and only 241 diesels. Of the steamers more than 400 are Garratts, divided into 15 classes; also about 1,350 Mountain types (17 major classes), and various others, including 0-8-0, 2-8-2, 2-8-4, 4-6-0, 4-6-2, 4-8-4, and 4-8-2T.

"SAR's steam fleet is probably the world's largest. Since 1945 the Hunslet plant here has built more than 850 new engines, and this year the rail system is taking delivery of 8 new 2′-gage Garratts, its first new steamers since 1960. Considering the 42″-gage, the locomotives here were developed to almost fantastic proportions, exceeded only by those in the U.S.A. and Russia. Most SAR engines built since 1925 have an American look. SAR have operated every articulated type from Fairlie to Kitson, from Mallet to Garratt, with many modifications in between.

"I wonder how many readers of *Railroad Magazine* would enjoy a short illustrated article on South Africa's developing steam power to suit is physical conditions. Will those of you who are interested please tell your editor?" ●

GRAVEYARD of obsolete boxcars, coaches, tank cars, cabooses, and occasionally engines is located in the desert community of Mojave, Calif., reports Jim Chambers. From many parts of the nation they arrive via the Southern Pacific main line at a 48-acre lot on the edge of town. There they are lined up on four 1,200-foot tracks to wait their turn to be dismantled. A crew of 40 men tears them up, burning wood and salvaging metal. Most of the freight and passenger cars now being scrapped were built in the 1930s and 1940s. All are checked on arrival to make sure they contain no hoboes or animals. Occasionally some historic piece of equipment finds its way to the cemetery, and officials look for railfans or other interested parties willing to save it. ●

TEST RUNS. A self-propelled coach powered by two 535-horsepower gas turbines has begun test runs without passengers on the Long Island Railroad to determine whether turbine power is practical for commuter runs. The tests extend over 20 miles of line between Ronkonkoma and Bethpage, N.Y., as a federal demonstration project sponsored by the New York State Metropolitan Commuter Transportation Authority.

Named the "Budd Turboliner," the car is the first on the rails with gas-turbine power, and is capable of a top speed of 100 miles an hour, according to the builder, the Budd Co. Lightweight turbine engines mounted under each end of the car are connected to the driving wheels by fluid transmissions. ●

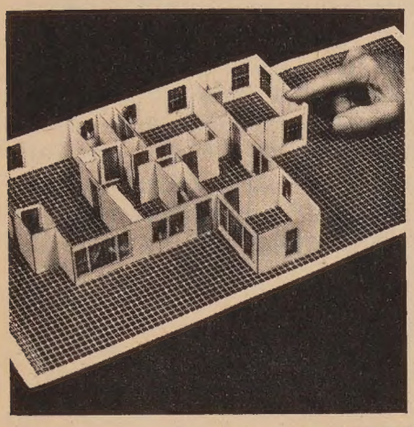
OLDTIMERS. "In 1901 I began firing for the Louisville & Nashville and was promoted to engineer in 1910, about the time they began to install electric headlights on locomotives," writes H. H. Bryan, 4209 Third St., Louisville, Ky. "That piece of equipment caused quite a hassle. Seemed that as many roads resisted it as wanted it. Engineers, too, were divided in their opinions."

Harry Sawyer, who went firing in 1907 on the Delaware & Hudson out of Binghamton to Albany and Mechanicsville and later became a New York Central engine watchman, collects buttons from the uniforms of passenger conductors. He also has 35 trainmen's lanterns, some switch locks and switch keys, and miscellaneous railroadiana. Retiring in 1958, he now lives at 610 Empire Blvd., Rochester, N.Y. 14609. He had a richly interesting career.

HOW TO START

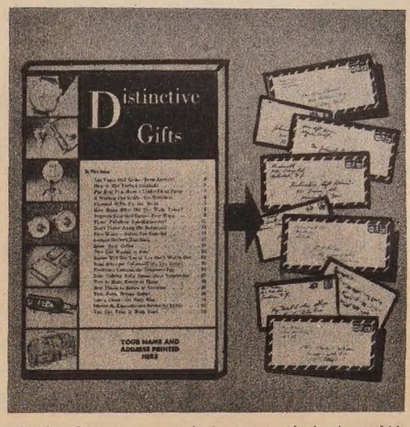
Your Own Mail Order Business

(RIGHT FROM YOUR OWN HOME — ON A SHOESTRING)



A man and wife sold over $39,000 worth of these kits by mail—without investing a penny in merchandise! YOU can too!

Advertising agencies select mail order items for you, and prepare inexpensive magazine and newspaper ads for you.



Mail 32-page catalogs printed with YOUR name and address. Wholesale firms stock and ship all orders. You keep the profits!

Start at home in your spare time. One-man mail order enterprises make an excellent second income. Some make $50,000 yearly!

AMAZING NEW MAIL ORDER PLAN STARTS YOU FAST

Now you can build a profitable mail order business of your own—THE PROVEN WAY! Use professional mail order ads. Your own 32-page catalogs. Pocket cash profits daily. Don't invest a cent in inventory! Large firms supply ads, catalogs, and do all shipping for you! Amazing new plan for beginners requires little capital and no previous experience. The ideal home business!

When Bob Carter—a mail order beginner from Newark, N.J., ran his first small ad in House Beautiful, he never expected the deluge of orders he received for his auto clothes rack. He received $5,000 worth of orders! Before the year was out, he was spending $10,000 a month on advertising and grossed over $100,000 the first year!

Tom Kinkaid of Florida started with a mail order ad in a small magazine—selling live seahorses! He pyramided a $200 ad into more than $85,000 in his first year!

A husband and wife mail order team from Pennsylvania, operating out of their home, sold 11,000 Home-A-Minute Kits ($4.45@) for a total sales of $39,489!

The Johanson's of Illinois ran a 2½" ad on a paper clip holder. You can imagine their astonishment when they received $3,500 in orders!

These are actual documented case histories of mail order beginners. The names are changed but the facts and figures are absolutely true! Of course these are exceptional cases—not all beginners become mail order millionaires. But, practically EVERY SUCCESSFUL MAIL ORDER BUSINESS WAS STARTED WITH SMALL ADS!

Having acquired a list of satisfied customers from small ads, these beginners soon found that the REALLY BIG PROFITS COME FROM SENDING MAIL ORDER CATALOGS TO THEIR OWN CUSTOMER LISTS.

The thrill of receiving money in your morning mail is one you'll never tire of!

These are the two *vital* elements for a successful mail order business: (1) START WITH SMALL ADS, and (2) FOLLOW-UP WITH A GOOD MAIL ORDER CATALOG. This is *the proven method* used by just about every lucrative mail order house in the U. S. Pick up any magazine and notice the hundreds of small mail order ads, repeated *month* after *month!* You can bet those ads are making money! Order any product from one of these ads and you're bound to be sent one of their catalogs.

A number of these small ads are run by individuals, just like yourself. Come up with a good item and it's almost like having a money tree . . . pocketing cash profits daily, steady as clockwork! That's the beauty of a home operated mail order business. No door to door selling, no customers to face, and you pick your own hours. Best of all, you have a chance to "hit the mail order jackpot". Thousands of orders pouring in from all over the country! The thrill of receiving money in your morning mail is one you'll never tire of!

HOW DO YOU GET STARTED? Now, using an amazing new plan, you can get started immediately—on equal par with the 'pros', and with very little investment! Advertising agencies which specialize in small mail order accounts, will prepare top-notch ads for you—on hundreds of 'hot' selling mail order items. Wholesale mail order firms will supply you with professional 32-page mail order catalogs—printed with YOUR NAME and address. All orders come to you. You don't have to know how to write a good ad, and you don't spend thousands of dollars preparing your own catalog and buying stock. *In fact you don't invest a penny in merchandise!* The 'secret' of this plan is called drop-shipping. Actually, it's not new. It is used by practically every large successful mail order firm in the country.

Here is how it works. All the merchandise illustrated in your catalog (or featured in your ads) is stocked by wholesale mail order suppliers. When you receive an order from a customer, you simply type his name and address on *your* shipping label and send it to the drop-ship supplier. Include your check to cover the wholesale cost of the item. The drop-ship supplier immediately wraps the order and ships it directly to your customer, using *your* shipping label—just as though it had come from you. You deposit the check sent to you by your customer. Your profit is the difference between your selling price and the wholesale (drop-ship) cost—and a 100% mark-up is not unusual! See the tremendous advantages of using the drop-ship plan? Your catalogs and ads offer thousands of dollars worth of the hottest selling mail order items—yet you don't invest a penny in merchandise! All the stocking, packing and shipping of orders is done for you!

WHERE DO YOU GET CATALOGS & ADS? One of the few wholesale mail order firms which offer a programmed ad service and professional catalogs, to beginners as well as the trade, is Mail Order Associates, Inc., of Montvale, N.J.

Their 32-page catalog, "Distinctive Gifts", features over 120 top selling, quality mail order products, selected to appeal to every member of the family. The catalog is not seasonal—it carries better class gift items which sell all year round. Jewelry, books, automotive items, bar accessories, personalized giftware, toys, games——these are the items that sell! With many gifts in the $5 to $15 price range, average orders of $25 to $30 per customer are not unusual, depending of course, on your particular mailing list.

Your own ads in national magazines reach millions of prospective mail order buyers!

These are just a few of the top selling mail order items in the country. All are included in the "Distinctive Gifts" catalog.

Only YOUR NAME and address is printed on the front and back cover of the catalog. All products are drop-shipped for you. By printing millions of catalogs, they are able to offer these at a fraction of their normal cost. What's more, you don't have to order a large quantity of catalogs to start. They'll sell as little as 200 catalogs, printed with your name and address, for small test mailings. And even this low cost may be offset by savings on purchases for your family and relatives!

Realizing that many beginners need help in selecting good mail order items and preparing their first ads, Mail Order Associates has come up with a really unique Mail Order Ad Service. It works like this. As a yearly subscriber, each month you receive a new "AD of the MONTH" which consists of a professional ready-to-run ad on a new or already proven mail order product. They make specific recommendations—which magazines and newspapers to use . . . how much the ad costs in each publication . . . when to run . . . circulation . . . addresses—everything you need to place your first ad. They even schedule your ads to prevent two subscribers from running identical ads in the same issues. Every item is drop-shipped for you, so there's no investment in merchandise.

In addition to the 12 ADS of the MONTH, subscribers are sent over 100 Classified and Display ads which they may use to get started immediately. And don't underestimate the 'pulling' power of a small classified ad. Dollar for dollar, they produce greater profits than full-page display ads! More than one large mail order house got its start with a tiny classified. Many still use them to get new customers and build their mailing lists. Talk about starting on a shoestring—you can begin with a $5.00 classified ad offering self-improvement booklets, which you can have drop-shipped for you at 100% mark-up! Pyramid your profits into more ads and larger catalog mailings, and you may be running full-page ads sooner than you think!

And in case you're wondering how much a one page ad might produce, just consider this documented case history: Not too long ago, a one page ad in Sports Afield magazine pulled 22,000 orders—OVER A HALF MILLION DOLLARS in cash, checks and money orders! Is that any way to run a mail order business? You bet it is! Compare the potential profits in mail order with the job you have now! Then you be the judge. Isn't it worth risking a 'few dollars' investment in a business which holds promise of such tremendous financial rewards?

WHAT ARE YOUR CHANCES? Mail Order, just like any other business, involves a certain amount of risk. Every investment does. But unlike any other business, mail order offers you an opportunity to make a fortune—starting with very little capital. Your chances of success are excellent, if you learn the inside 'secrets' and tricks of the trade, used by the mail order 'pros'.

For example, there are gimmicks called "2 for 1 deals". The novice runs a 3" ad in a magazine that charges $42 for the ad. The pro gets three times the amount of space for his $42! Hence, he needs only ⅓ the number of orders to make a profit on his $42 ad! The pro knows which magazines give "2 for 1 deals". The beginner could spend years trying to find out.

Before you start, you should be familiar with the basic laws and regulations regarding mail order. How to register your company name . . . when to use a P.O. box . . . how to handle complaints . . . refunds . . . where to get trade reports from the FTC, Post Office and FDA.

The beginner should have a complete set of Magazine Advertising Directories ready for reference, before placing any ads. He should know how much each publication charges to run his ad . . . circulation . . . column size . . . ad discounts, etc. Which are the best magazines and newspapers for mail order ads . . . the best time to advertise.

MAIL ORDER ASSOCIATES FEATURES ONE OF THE MOST COMPREHENSIVE MAIL ORDER PROGRAMS EVER OFFERED! CATALOGS . . . ADS . . . TRADE REPORTS . . . ADVERTISING DIRECTORIES—EVERYTHING YOU NEED TO GET STARTED!

Many beginners learn the hard way. They mail a thousand catalogs to a worthless mailing list, waiting for orders that never come! This one pitfall accounts for 95% of all mail order failures!

These are just a few of the 'inside' facts you must know to guarantee your chances of success in mail order.

WHERE TO GET THE 'INSIDE' FACTS. Obviously, if your first ads pull orders and your follow-up catalog mailings produce a good profit, you're going to run more ads *and reorder catalogs.* For this reason, the catalog supplier will back you with all the professional guidance and 'know-how' at his disposal. It stands to reason, he wants you to succeed from a purely business standpoint—he wants to sell you more catalogs.

With this in mind, Mail Order Associates, Inc., of Montvale, N.J. has come up with one of the most comprehensive mail order programs ever offered to beginners! With your initial order for their catalogs, or a one year subscription to their ad service, they include a complete set of Mail Order Reports.

Over 120 pages of vital 'inside' facts which cover every aspect of mail order. You can be sure you won't get this kind of professional guidance from any competitor or mail order textbook!

Their reports tell you how and where to get "2 for 1 deals" . . . how to get FREE ads . . . Mail Order Laws & Regulations . . . Advertising Directories of magazines and newspapers . . . Drop-Ship products, catalogs and Mailing Lists . . . plus dozens of low cost ads you may use to get started!

No doubt about it, Mail Order Associates provides top-notch catalogs and ads for the trade—BUT they also offer professional guidance to mail order beginners. Something that's been long needed in this field.

By all means, if you're looking for an ideal second income, or financial independence in a business of your own—get into Mail Order! There's no guarantee or sure-fire rule for success—but no other business offers you a chance to hit the jackpot, on such a small investment.

MAIL COUPON BELOW — NO OBLIGATION

MAIL ORDER ASSOCIATES, INC., Dept. 6, Montvale, New Jersey 07645

Dear Sirs:
Please send complete FREE details about your MAIL ORDER PROGRAM including catalogs, ads, etc. I understand there is no obligation and no salesman will call on me.

NAME ..... AGE ..... SEX .....

ADDRESS .....

CITY ..... STATE ..... ZIP .....

"I have a file, over 16" thick, on the history of Michigan railroads," writes George E. Tillitson, Rte. 2, Box 705, Vashon, Wash. 98070, "which I have promised to donate eventually to the Michigan State Library. Am seeking data on the state's logging roads."

"Fifty years ago I was braking on the Pittsburgh & Lake Erie on a west end pool job out of Glassport, Pa.," recalls Peter LaFrankie, R.D. 1, Elizabeth, Pa. 15037. "Our western terminal was Youngstown, Ohio. After taking rest there, our crew was called for the wrecker. Between Haselton, Ohio, and New Castle, Pa., the P&LE and Baltimore & Ohio rails run side by side. A B&O engine boiler had blown up and was lying across the P&LE tracks; that was why our wrecker had been called. I believe the engine crew were killed. The odd part is that the B&O train of 27 empty hoppers and a caboose had run by the boiler, but I can't understand how it did so without being derailed. Why didn't the air stop them after the boiler had blown off? The B&O operator at Lowellsville, Ohio, said that the train passed his tower at high speed as though they were trying to make New Castle for water. Can anyone supply further details?"

ANOTHER long era ended, laments Elwin K. Heath, Box 15, Barre, Vt. 05641. "When train 20, *The Washingtonian*, left its old Central Vermont terminal at St. Albans on September 3rd it became the last regular passenger train to run over the CN-CV-B&M-NH route between Montreal and New York; and that evening No. 27, *The Ambassador*, made the farewell northbound run over this route. Ironically, those trains in their final week did not run north of St. Albans because of Canada's rail strike. Thus the last train from Montreal all the way to Washington, *The Washingtonian*, ran on the night of August 25th, and the last train from Montreal to New York, *The Ambassador*, pulled out the next morning.

"Unless these runs are unexpectedly restored, the only through rail passenger service between Montreal and New York will be via Albany over the Delaware & Hudson and New York Central. Incidentally, Boston & Maine has sold its 4 remaining sleeping cars to the Canadian National. Elsewhere, the St. Johnsbury & Lamoille County has asked the ICC for permission to abandon its 96-mile freight line in Vermont. This, according to Vermont's Governor Hoff, would set back industrial development in that area by 50 years."

DISASTER of 1923 which Richard L. Nailen described in our October issue was not the first time the SP section crew at Honda, Calif., rescued men from a shipwreck, according to ex-Navy man Bill Jenner, 639 W. 32nd St., Los Angeles, Calif. 90007.

"On July 7, 1911," Bill says, "the coastal liner *Santa Rosa* went aground off the mouth of Honda Creek. (Her engine remains were still visible in 1923.) The sea was heavy and the ship was obviously about to break up. Several crew men and passengers met death trying to run the surf. Some officers and crew got on the beach. Another boat managed to pass them a line, and lines were hauled in for a breeches buoy, but they could find no way to anchor the trolley. Then the Honda section crew arrived, made the trolley hauser fast to bridge timbers of the Honda trestle, and got all survivors safely ashore."

BERT PENNYPACKER'S article on "Hudsons, Mohawks, and Niagaras" (Sept. issue) recalled memories to William Gibbons, 13400 Clifton Blvd., Lakewood, Ohio 44107. That report of engine 5277 pulling 13 cars from Toledo to Elkhart, 133 miles in 112½ minutes, particularly interested him.

"On a rainy Nov. 9, 1950," he writes, "J-1 No. 5264 brought the 14 assorted cars of passenger train 35 over that same distance in a flat 120 minutes, with one unscheduled stop at Kendallville for passengers. Use of a PT tank, together with the likelihood that the engine began her run from Linndale, permitted the engineer to pass Mina coal dock and still have enough fuel to reach Chicago easily."

Besides the two NYC steamers preserved for posterity that Pennypacker mentioned in his article, there is a third one, 4-8-2 No. 2933, class L-2d, at the National Museum of Transport in St. Louis.

AUGUST issue of *Railroad* brought a big thrill to James McDonald, 22 Division St., Boonton, N.J. 07005, by recalling his SP service 54 years ago.

"Bill Knapke's article, 'Indio, Salton, and Flowing Wells,' included a picture of the Indio station just as it was when I was there," he says. "Indio was the first place I worked on the SP. I had a night yard clerk's job from 7 p.m. to 7 a.m. seven days a week for $50 a month. We ate in the depot restaurant, as there was no other beanery, and we had 'pie books' taken out of our wages.

"At that time the Government was experimenting to see if date palms would grow in the desert there, and they sure did. Being the callboy, in addition to other jobs, I called the crew men, some of whom lived in palm trees. I had to climb the trees to get their names in my book!

"I also checked seals on every freight car that came through Indio, made livestock reports, handled baggage, and took mail from the trains and stored it in the baggage room—every few days the stagecoach would pick it up for Blythe, Ripley, Palo Verde, and Cibola. I think I had the only job on the whole damn railroad where you couldn't get a little shut-eye while on duty. I lived in an Army tent. When I woke up in the afternoon I'd have about a half-inch of sand on my cot. Don't know how I slept in the mid-day desert heat, sometimes up to 120 degrees. Maybe because I was only 18 then."

ZULU CAR. "In the spring of 1910 my family moved from Marion, Ohio (in which a then-future President of the United States, Warren G. Harding, was publishing the local newspaper) to Olivet, Illinois," recalls Lawrence Benner, 619 W. Duarte Rd., Monrovia, Calif. 91016. "There were five of us—my parents; my two younger brothers, who rode free, and myself, age 15. Since our belongings included a pet pony, father decided to ride in the freight car to care for it.

"But mother was rather timid. She felt unable to take charge of three boys, two of whom were crippled, on what seemed like a long and arduous trip involving three trains. Father solved the problem by buying three full-fare tickets and asking the Marion agent to let us all ride in the freight car, thus making it a zulu car. The agent agreed. We set up housekeeping on wheels, making sure that the kitchen range was anchored tightly to the floor and that its smoke pipe was well insulated. Father also nailed a farm gate to the car door so that when the door was opened none of us would fall out.

"That night our zulu was picked up. Things went well until we pulled into a siding near Bellefontaine, Ohio, and the conductor came to us in a rage to find out why we were riding his train. He refused to accept my father's word, even when he saw the tickets, but wired the Marion agent for verification. At the next stop, he came up again, this time rather apologetic but still of the opinion that we were darned fools. After accepting and punching our tickets, he sent us on our way.

"The next night, in the Indianapolis yards, our car was coupled into another train, and this was repeated the following noon at Paris, Illinois. The last leg of our journey was northward over the Big Four's Cairo Division. Finally we unloaded on a siding at Vermillion Grove in Illinois. I have often wondered what that conductor said on his wire to the Marion agent."

OVERSEAS. Dangling white underwear stopped Japan's super-express recently, the world's fastest train, and delayed six other passenger trains for 10 to 50 minutes. Apparently the under-

wear had been picked up by wind from a clothesline. A railway inspector spotted the cloth hanging from the power line outside Nangozan tunnel, near Odawara. He threw a safety switch which halted the trains.

Investigating faint knocks that they heard in a locked and sealed freight car arriving in Brunswick, Germany, from Poland, railway officials found a 32-year-old Polish refugee in weakened condition and took him to a hospital.

An empty bottle thrown from a local train at Battipaglia, Italy, into a passing express running in the opposite direction wounded the express engineer, rebounded into a compartment of the local train, and injured five passengers.

"Japanese National Railways still use a fairly large number of steam locomotives but are gradually replacing them with electrics in order to get smokeless railways," reports Major Raymond M. Hobbin, US Army STIT No. 2, APO San Francisco 96343. "To see the steamers in action, get away from tourist areas. JNR tells me that all their steam engines will be gone by 1975. Latest class to go was the D62. They were mainly rebuilt D52's (Mikados) and played a dominant role on the Tokaido Line. The onrush of electrification stopped their production after only 20 had been built. Those 20 were downgraded to freight runs before being scrapped."

West Germany has just placed in service Europe's fastest train, the *Blue Gentian*, which averages nearly 100 mph between Hamburg and Munich.

One of the three stamps have been added to Russia's "transport series," shows an electric locomotive because the Soviet Union occupies first place in the world in the length of electrified railway lines.

STEAM DAYS in and around New England are recalled by Harvey L. Clough, a retired boomer engineer now living at Limerick, Maine. Says he: "I fired all classes of Boston & Maine steamers and ran most of them, too, and even handled some diesels. I also fired steam power for the Maine Central, the Portland Terminal, the Canadian National, the New Haven, the Vermont Valley, and the Sullivan County.

"The Boston & Maine's I-4's were some of the swiftest engines I ever knew. On some sections they could easily make 100 miles per hour with 8 cars. Maine Central also had some fast power. One Labor Day I was called for an extra passenger run out of Worcester, Mass., with a hand-fired 4-6-2 type, No. 466, and 14 Pullmans. My engineer was C. F. Stewart. Riding the cab with us was J. P. Nowell, road foreman of engines. Climbing the hill east of Worcester, I shoveled as rapidly as I could throw coal into the firebox, which was one big ball of fire. I thought my fire must have been two feet deep, but when Stewart shut off at the summit I found it was only two inches. It looked like one of the nicest stoker-fed fires you ever saw, although a No. 2 scoop had put it all there.

"Today No. 470, a duplicate of the 466, is on display at Waterville, Maine. That engine likewise was a fast runner, but a coal-eater, too. Her fireman should have had the ability to use two scoops simultaneously.

"When I was working for the Canadian National we would handle excursion trains of 18 to 20 cars apiece between Portland and Kennebunk with 6000's (4-8-2's) all summer long. The Canadians would come down into Maine for a day or more at cut-rate fares. Today they drive their own automobiles. CN threw away the business. I liked their 2-8-2's but not their 4-6-2's.

"B&M had some poor power when I first went to work for them in 1912, but the following year they began to better themselves when Baldwin sent them No. 2640, a 2-8-0 with superheater. Soon afterward they got the 3660 a 4-6-2. Then came the 3669, that I helped to break in. She was good at first but gradually became worse, for she was never equipped with a drifting throttle. After all the 4-6-2's had been superheated they were much better—not so hungry nor thirsty. The two most outstanding engines in their class were Nos. 3639 and 3660. I never handled either 3632 or 3666. I believe 3632 was destroyed in a wreck in Vermont, a fate similar to that of 3646 and 3661, both of which I worked on. Engine 3666 went in the river at Portsmouth, N.H., in 1939, when a trestle collapsed. Last May she was moved into deep water out of the way of ships. In a sense, she is the sole survivor of the 3600 series.

"Of the B&M's 2-8-0's, the 2429 was my favorite. The poorest was 2428, because the maintenance department did not repair a bad blow that you could have heard in her firebox.

"I was firing the 2429 for Bill Webber on the eastern route between Rigby and Boston. One night going east over the Lynn marshes she started to drop on steam, about 10 to 15 pounds. I thought we had a thin spot in the fire, so I put in a dozen or so scoops of coal and the steam came right back up and stayed there. At Biddeford I decided to hook the fire so it would burn down to make things easier for the fire-cleaners. When I put the hook in I found there was no arch. All the pieces were laying flat in the fire. The arch must have fallen at Lynn, 90 miles back. I later removed the pieces, but the engine steamed okay just the same.

"The 3660 was the fastest machine I ever rode. By my watch, we made 120 mph between Wells Beach and Kennebunk!"

BRITISH RAIL notes come from John Drayton, engineer on the British Railways, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England:

The new, fast, electric trains out of Euston Station and the Northwest are paying off. Airlines' revenue is reportedly taking a beating from the railways linking London with Mersyside. One air service has lost about half its business to the trains. The question is, can BR afford to extend hot wires northward over the border to Scotland, thus obtaining 400-odd miles of continuous high-speed line? We'll wait and see what the Treasury will want to spend on this project in the coming months, in view of Britain's present financial situation.

On the Isle of Wight, half a million pounds has been allocated to third-rail electrification using unwanted London Transport Railways subway cars. The Ryde Pier-Shanklin shortline will be closed for about ten weeks early next year in time to open for Easter passenger business. Residents of the little isle will have to use buses during the period of change, steam to electricity.

Some diesel switchers are being fitted with pilots (years ago, the word was *cowcatchers*). For example, the last freight to run on the Wisbech & Upwell Tramway was drawn by six-wheeled diesel-mechanical locomotive D-2201, complete with a pilot at each end and all the wheels and coupling rods shrouded for street crossing.

CAPTION for photo of sleeping car *Angela Ann* (Oct. issue) said, "No other car on earth has so many private showers." This is denied by Gerald M. Best, 511 N. Sierra Dr., Beverly Hills, Calif. 90210, who writes: "In 1959 my wife, Harriet, and I visited Australia and rode its *Overland Limited*, overnight trains between Adelaide and Melbourne, in which every bedroom or compartment has a private shower.

"Also, two Budd-designed, Australian-built *Southern Auroras*, running overnight between Sydney and Melbourne, consist of 10 sleepers, a diner, club car, baggage van, and power car. All rooms have showers. We have ridden the train twice, most recently last June. The Australians are enjoying facilities which U.S. trains should have had ten years ago."

Jerry enclosed a fetching color-shot of his pretty wife, more or less draped, in a shower cubicle on the *Southern Aurora*.

SOWING PENNIES

to Harvest Dollars when they are needed

How hundreds of far-sighted men are using spare hours <u>now</u> to assure themselves of a ready made income in the event of lay-offs or recessions that might affect their jobs.

All over the country it's happening. You may even know some of the men who already have started home operated businesses of their own in their spare hours. They keep their jobs. The "boss" doesn't know they are planning for independence. They do not have any heavy investments in equipment or inventory, because they buy their raw materials as they are needed. They have no overhead expense because they operate their businesses from their homes.

Yet hundreds are quietly developing a second source of income—an extra income right now for their spare hours; and a business that can be quickly expanded if it were ever necessary to look to it for complete support.

These "little" home businesses are little only in the sense that they require little capital to start and run, and they require little time on the part of the owner. The margins of profit in some of them are so fantastic as to be almost unbelievable —far greater than those usually enjoyed by big investment manufacturing.

And, there are many kinds and types. For the man who is mechanically inclined there are businesses in which he can use his hands as well as his head. For those who have no aptitude with tools there are small manufacturing operations that are almost automatic in their production methods.

One of the features found in many of these businesses is a wide and ready market for the product. Usually it is a product too small in total national market to attract the attention or envy of the big investors. So, the danger of competition from big operators is absent. Usually it is a product that enjoys a neighborhood demand so that good markets are found in any size community from the small town to the neighborhoods of the big city. Usually the cost of the raw materials is only about one tenth the selling price. One such product costs 11c for raw materials, yet sells readily for $1.00. Another sells for $18.95, yet the raw materials cost only 55c. Still another returns $2.75 for each 27c worth of raw materials.

In the same way that history had its "Minute Men," quietly trained and ready at a moment's notice, so today, we have a constantly growing number of "Ready Men." They are working at steady jobs in offices, stores, factories, gas stations. They have a regular income *now* —an income that only a few months ago was considered both *regular* and *dependable*. But when the signs went up, they started quietly to prepare for independence. They are ready. They have mastered the details of their businesses. They have been making twenty, thirty, forty, or more dollars a week as *extra* money—now—some times with others in the family helping. They have established the outlets for their products. But, more important than their present extra income, they are ready, overnight, to give their full time and to expand their businesses into full-fledged operations at increased income.

The fear of layoffs is gone from their hearts. The worried look induced by threats of recession has vanished from their faces. They face the future with confidence because they have sown the pennies that will be reaped as dollars when more dollars are needed—they have attained a sense of personal independence that puts them above worry and fear.

What are these businesses? There are a number. One that is especially interesting and that you can own outright for less than $300.00 is the manufacture of a product used in quantity in every office and factory in the nation—and by millions of individuals.

The product is light in weight and can be delivered to customers by mail for just the cost of a few stamps. And 27c worth of material, to which you add nothing but your own time, brings back $2.75 in cash at retail. The entire "factory" takes so little space that it can be operated on a table top in any spare room, the basement or garage and it is such a simple process that even the junior members of the family can help. The equipment is supplied by The Warner Electric Company who also give seven different methods of selling the output and give financial help to the men who want to start. The sales methods include a plan by which others sell your product so there is no canvassing needed on your part; another plan by which you sell by mail.

Complete information concerning this and other businesses is free. Information is mailed, postage prepaid, to anyone who is interested. There is no obligation and, since the company has no salesmen, you are not bothered by anyone trying to "sell" the equipment. On the basis of the information mailed, you decide in the quiet of your own home whether you are interested.

It is not necessary to write a letter. Just send your name and address on a postcard and say you want complete free information on various home businesses offered by Warner Electric Company. Address your card to Warner Electric Company, at 1512 Jarvis Ave., Dept. R-7-LX, Chicago, Ill. 60626. You may want to plan a degree of security for the future that is not experienced by men who depend upon the ups and downs of others' businesses for their livelihood.

LEARN BY DOING! BUILD YOUR OWN COMPLETE REFRIGERATION SYSTEM! 25 VALUABLE TRAINING KITS INCLUDED!

You learn by doing. Not just theory, but practical home training that gets you ready for big pay opportunities fast. All the tools, the parts, the step-by-step help you need to build your own complete refrigeration system and to get experience fast for a better job, a business of your own, or to earn extra money in your spare hours.

What CTI has done for thousands of other ambitious men, it can do for you too. But the first step must be yours. Send for your FREE catalog now.

IF YOU'RE EARNING LESS THAN $180 A WEEK

YOU CAN STEP UP TO BIG MONEY IN AIR CONDITIONING, REFRIGERATION AND HEATING

Skilled men are in big demand in the air conditioning, refrigeration and heating field. Industry leaders say that 20,000 mechanics must be trained each year. Last year, over 3 million air conditioning units and 5 million refrigerators and freezers were produced. Over 150 million units are in use. It takes skilled men to install, service and repair such equipment. They are well paid. They work steady. Why don't you qualify for one of the better-pay jobs? CTI trains you at home in spare time. *Send coupon for valuable information.* No obligation.

NEW GI BILL If you served since January 31, 1955 or are in service, check GI line in coupon

Earn Money as You Train

Since the CTI course includes training with real equipment, many students earn money repairing units soon after enrolling. On completing training they go into top pay jobs. Many get started in their own business.

Automotive Air Conditioning

You will learn to install, maintain and service the various types of air conditioning systems being used in millions of modern automobiles.

Build A Home Air Conditioner

Complete plans and instructions for building and installing a central air conditioning system or a room air conditioner are included in your training.

FREE!

Send for this NEW CTI catalog

Cut out and mail coupon today !

COMMERCIAL TRADES INSTITUTE
1400 Greenleaf Avenue • Chicago, Illinois 60626 • Dept. AMG-1166

COMMERCIAL TRADES INSTITUTE
1400 Greenleaf Avenue • Chicago, Illinois 60626 • Dept. AMG-1166

Please rush me your FREE 28 page illustrated opportunity book, "Be a Success in Air Conditioning, Refrigeration and Heating."

Name_____ Age_____

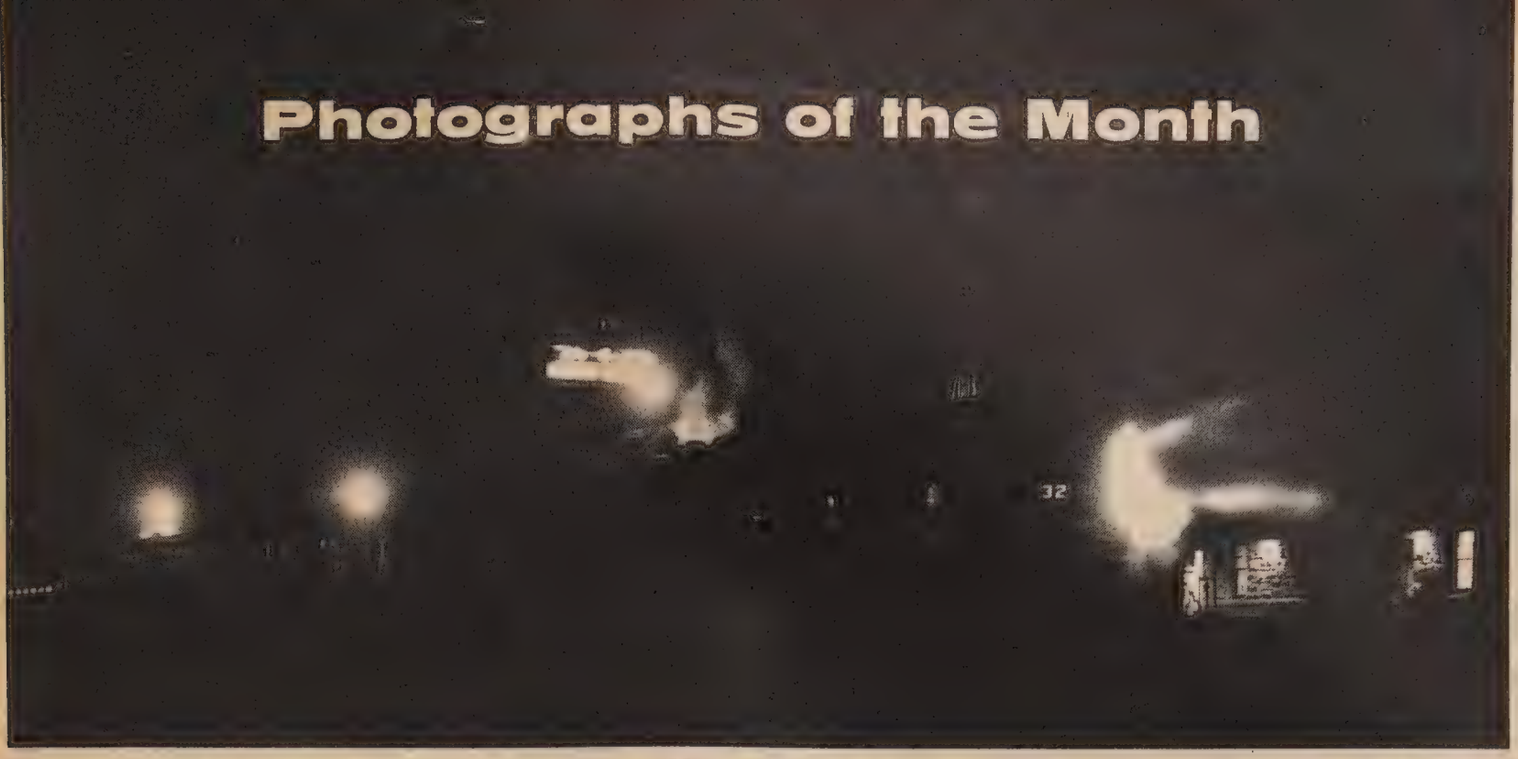
Address_____ Zip Code_____

City_____ County_____ State_____

☐ Check for facts on new GI Bill

Accredited Member National Home Study Council

Photographs of the Month



Christmas mail and passengers are being loaded onto Missouri Pacific train No. 12, the *Colorado Eagle*, running as Rio Grande No. 3, at Colorado Springs. Photograph was made December 19, 1965. Last April this famous train made its final run.

Jim C. Seacrest, 2101 Birchwood, North Platte, Neb. 69101

← Old Western Pacific water tower at Wendover, Utah. (Photo made last February by L. E. Thomas, Western Pacific trainmaster)

(Below) Snow-blanketed is No. 14 of Camino, Cable & Northern Railroad at Camino, Calif., photographed by Paul Loeber, the assistant mechanical superintendent.

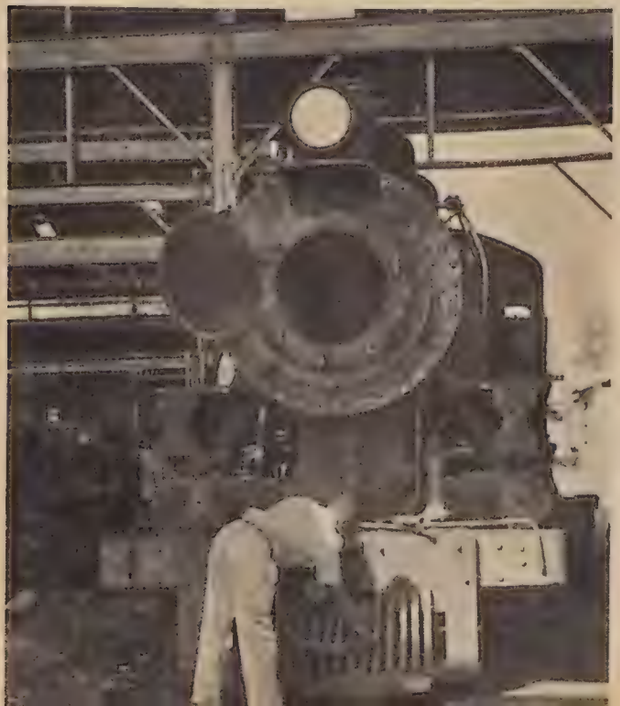
Jamaica's First Railfan Trip

Banana boat train steam train on railfan excursion reaches Port Antonio, Jamaica, West Indies. Large photo at right shows train at Bog Walk.

All three photos by Dr. C. J. Stratmann, 27 Waterloo Ave., Kingston, Jamaica, W.I.

Railroad history was made last July 17th in the British Caribbean. Jamaica's first railfan special steamed out of Kingston depot en route to Port Antonio and North Coast, pulled by a 20-year-old 4-8-0, No. 54, class M3. She is Jamaica's last steam loco and presumably the only one in the entire Caribbean area to be preserved in working order, for which the Jamaica Railway Society and especially Dr. Stratmann deserve much credit. Another Jamaica steam trip is scheduled for December 11th; already bookings are being accepted. U.S. fans will be warmly welcomed.

No. 54, engine used on fantrip, is undergoing some minor repair in the Kupta railroad shops.



These two Climaxes belong to Hillcrest Lumber Co. Ltd. at Mesachie Lake Mill in British Columbia. Both were built by the Climax Manufacturing Co. at Corry, Pa. The 10-spot (construction No. 1693) dates back to 1928, being the next to the last locomotive built by that company. She weighs 70 tons and has three trucks. The other engine, No. 9 (construction No. 1359), a 50-ton two-trucker, was built in 1915. Photo was taken last August, when both engines were working. Normally No. 10 is in regular service, with No. 9 as a stand-by. The No. 10 has Walschaert valve gear and piston valves and case truck frames.

Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

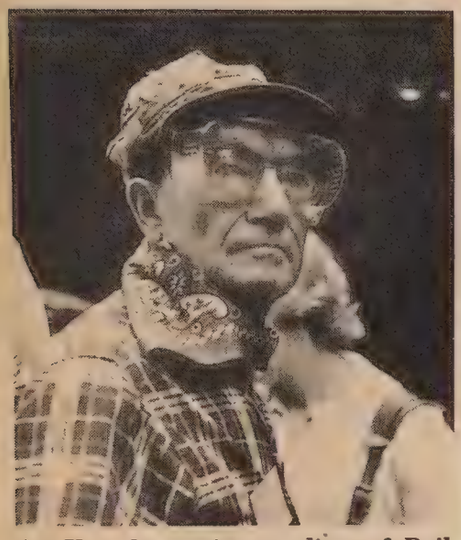
"WELCOME to our grounded airline friends.
"The car in which you are riding is not part of the regular equipment on this train. We pressed it into service to accommodate you."
C&O/B&O Railroads

Grounded airline passengers who used trains of Chesapeake & Ohio and Baltimore & Ohio found signs like this posted in cars from the roads' reserve fleet. The girl is Pat Kardash, a C&O Railway employe.

Scenes during NRHS Convention in Richmond

Triple-header: 2-8-0's numbered 612, 611, and 606 on the U.S. Army Railroad at Fort Eustis, Va., pulled a railfan special for the benefit of those who attended the annual convention of the National Railway Historical Society, on September 3rd.

H. Reid, 8549 Wayland St., Norfolk, Va. 23503

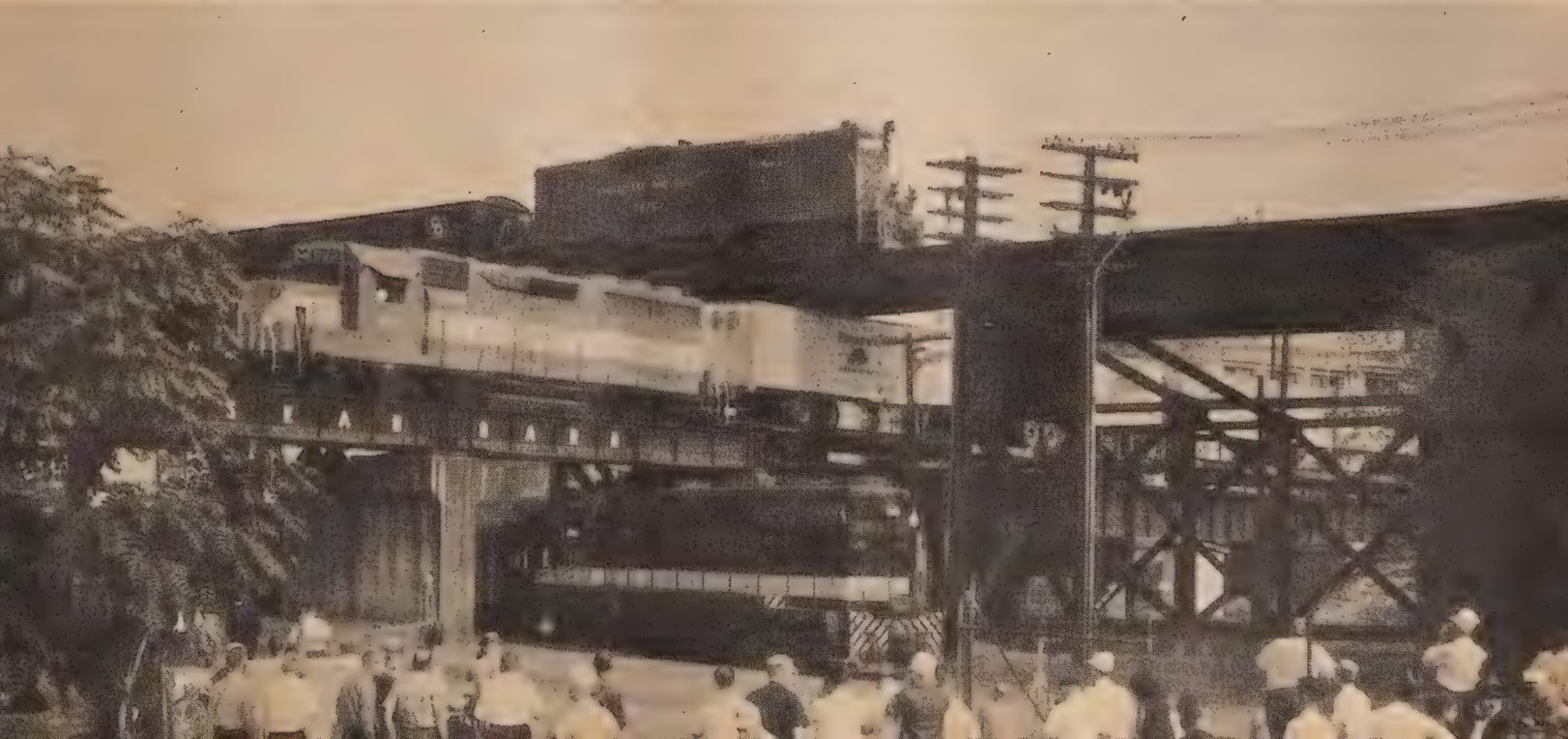


Art Knowles, assistant editor of *Railroad*, member of NRHS, photographed at Cass, W. Va., by cameraman of Richmond *Times-Dispatch*.

One of the steam trips operated in connection with the NRHS convention at Richmond, Va., was this excursion over the popular Cass Scenic Railway in West Virginia.

This photo and the one below were taken by Art Knowles

A high point of NRHS gathering was a visit to tri-level crossing in Richmond, where trains on all levels posed for photographers. On top is a C&O freight, just below is a Seaboard freight, and on the street is the NRHS special on Southern tracks.



36 Years of High-Speed

Pennsy Electrics

by Bert Pennypacker

Photographs by the Author

Two of the Pennsylvania Railroad's very fast electric locomotives, Nos. 7852 and 7853, class O-1A, each 2500 hp, built at Juniata works in 1930.

ONE EVENING in the busy period of World War II the Pennsylvania Railroad's class O-1 electric locomotives 7850-7851 were clearly overloaded and couldn't seem to budge train 633, the Philadelphia-to-Williamsport *Susquehannock,* from the Coatesville station stop on an 0.6 percent ascending grade. Sweat dampened the engineman's brow as he manipulated the controls of his box-cab 4-4-4's, but he lost the battle over weight and friction each time the 72-inch driving wheeels spun wildly or the overload relay switches popped out when ampere usage exceeded 4500.

After more than ten minutes of struggling and with other trains soon due to the rear, the engineer went to a lineside phone box and got permission from Thorn tower to back the long train eastward a third of a mile; and he put a heavy coating of sand upon the rails as he rolled back. This seemed to work. The O-1's dragged slowly away from the station as transformer relays popped and the four 500-horsepower traction motors whined.

As the Pennsy's first high-speed electric of 1930-'31, the eight O-1's packed 2000 to 2500 horsepower per unit but suffered from adhesion problems in starting because they carried too little weight on the drivers. Once under way, they ran like scared antelopes and could easily hit 90. They finally wound up in the New York area hauling short Lehigh Valley trains between Penn Station and Newark, N.J., or dragging empty equipment trains to and from Sunnyside yards.

In the early 1920's Pennsy motive power officials realized that their clumsy, side-rod juice jacks weren't the motive power answer to desired electrification expansion. Then in 1927 Westinghouse came up with the much-needed tool that sparked the vast 654 route-miles of overhead catenary stretching between New York, Washington, and Harrisburg. The single-phase, twin armature a.c. traction motor was small enough to fit between the driving wheels yet powerful enough to deliver more than 1000 horsepower.

So in 1930, F. W. Hankins. chief of motive power, and J. V. B. Duer, chief electrical engineer, incorporated the new twin motors into three experimental types built at Altoona Shops, using interchangeable electrical equipment from General Electric, Westinghouse, and Brown-Boveri. First came the O-1's, then two 3750-hp 4-6-4's of class P-5 for heavy passenger service, and finally two 2500-horsepower L-6 class 2-8-2's for freight. The passenger engines were driven by quills, or hollow shafts surrounding the axles with flexible spring cups fitted in between the driving-wheel spokes.

On a clear and cold January 16, 1933, the first electric train powered by a P-5, left Broad Street Station, Philadelphia, for New York. Enginemen marveled at the P-5's speed and power, which maintained a steady 70-75 mph, even while pulling over long stretches of slight grades that had taxed the capacity of K-4s steamers and slowed them down. The P-5's "secret ingredient" was simply the fact that its twin armature motors, while rated at 3750 horsepower at 90 mph, could actually double that power for short periods of time at lower speeds.

Between 1931 and '35 a fleet of P-5a's numbered 4700-4791 came from General Electric and Westinghouse. The final 28 were redesigned with streamlined bodies and center cabs for safety reasons, because a speeding box-cab type had slammed into a truckload of apples at a grade crossing in New Jersey, killing the engineman.

The P-5a's glory years were short-lived, for increasing train-lengths required bigger engines. So the P-5a fleet suddenly became freight-haulers. A partially completed order of fifty L-6a's being built by Lima had to be cancelled. As a result, 29 locomotives, without electrical equipment, were set aside at Altoona and finally cut up.

George Edmondson, a Pennsy engineman living at 3002 Tyson Avenue, Philadelphia, recalls his impressions of the P-5a's which hauled PRR freight for three decades.

"The box-cab types had no walled-off cabs and were cold and drafty in winter," he says. "When changing control ends, I often could not find the proper switches to throw. It seemed that every locomotive had them located in different

Experimental type: the 5800, class DD-Z, 5000 hp, built at Juniata in 1938.

No. 4701, class P-5A, westbound from Philadelphia with Endy Bros. Circus. (Many circuses used "Bros." in their names.)

spots, usually near the center. When I started a train, the whole engine would vibrate violently as if shaking itself apart. The wheels slipped because the quill drives were connected only to one side.

"We'd play a game with the air-brake valves, but some runners had it down to a science. They knew every little hill and dip in the roadbed and as a freight rolled downhill they'd juggle the air valve and get the train bunched up tight. Exactly at the bottom of the dip, off went the brakes and the engine would latch out to take advantage of the stretch in train slack as the P-5a's lunged forward and uphill.

"You could tell if the regular man was running a train; he'd hit the curves faster than extra men, who usually were more cautious. You should have seen the way a regular engineer hit Frankford Junction curve with NE-2, the Baltimore-to-Boston *Speed Witch*. He'd have full power stretching out the slack. Under such conditions, you could get around a curve at higher

A pair of eastbound Pennsy P-5A's with a long string of freight cars are entering the Trenton cutoff at Thorndale, Pa.

Modified Pennsy P-53 pulling freight past Thorn tower, Thorndale, Pa., in 1949.

Although Pennsylvania Railroad's 4702 is basically a class P-5B locomotive, it is different from others of that class in having a standard P-5A box cab. It is equipped with motorized trucks and boasts 5310 hp. Note the extra air-intake vents.

Pennsy has made numerous experiments in motive power. Baldwin-Westinghouse built this one, class R-1, 5000 hp, in 1934. Another is shown on page 22.

speeds than if you were coasting."

Two P-5a's usually multipled to pull each train. The 28 center-cab streamliners, called "modifieds," ran with 28 box cabs for better crew safety at least in one direction. To increase crew safety still further, the end cabs of the box cab P-5a's were torn out and rebuilt with heavy, braced girders as they went through Class I repairs at Wilmington shops. We recall a freight wreck on the Atglen & Susquehanna low-grade line where the P-5a turned over onto its side and burrowed into the soft earth. A sub-surface flow of water created so much suction that it took the wrecking gang two days to free her from the mess.

By January, 1933, a fleet of new P-5a's began highballing the Tuscan red passenger trains between New York, Philadelphia, Paoli, and Wilmington.

"They did a great job, outperforming the K-4s steamers by a wide margin," recalls Tom Foust, an assistant road foreman of engines. "But vexing problems arose when P-5a's proved unable to handle longer trains at faster speeds and when they produced lateral stresses, or rail pounding, at high speed. You might say we had a tiger by the tail, because the planned extension of electrification to Harrisburg and Washington depended upon our ability to come up with a bigger and better locomotive."

At no time in railroad history had the skills of so many mechanical experts been pooled to design a new locomotive. The men from Baldwin, General Electric, Westinghouse, and the Gibbs & Hill engineering consultants went to work. An electric locomotive was borrowed from the New Haven and ran tests at Claymont, Delaware, that helped show the way toward alleviating the lateral stress problems of P-5a's besides giving valuable data toward the successful designing of the new power.

In 1934, two new experimental locomotives of different design arrived for testing. A 5000-horsepower 4-8-4 (or 2-D-2), No. 4800, came from Baldwin-Westinghouse, being essentially a P-5a with one more pair of driving wheels. General Electric supplied No. 4899, a 4620-horsepower 4-6-6-4 (or 2—C+C—2). While both experimentals succeeded equally well, it was decided to adopt the 4-6-6-4, or GG-1 type, because its jointed underframe allowed better tracking and because the extremely favorable axle loading put only 50,000 pounds on each driving axle.

You can spot the original GG-1 today by its pimply skinned look, since the streamlined body was fabricated from many riveted steel plates. Back in 1934, Pennsy President Martin W. Clement and F. W. Hankins, the chief of motive power, showed a photo of the new GG-1 to a young industrial designer named Raymond Loewy and

"Caboose hop"—rail lingo for train consisting of motive power and caboose, in this case P-5A's deadheading a cabin car.

asked him to redesign the engine. Loewy's design embodied a smoothly-surfaced, all-welded body in three huge sections—a concept so new and radical that it caused a sensation in the road's mechanical department. Such large-scale welding methods had never before been used in railroad practice.

But Loewy's ideas were accepted. A full-sized mockup model was built at the Wilmington shops and the young designer was called in to make final changes. Oldtimers at the shop still talk about Loewy climbing over the huge model and indicating the desired changes on its surface by using a piece of chalk and a roll of white surgical adhesive tape. Later, Raymond Loewy Associates became one of the first of many noted industrial designers employed by many railroads. His superb GG-1 design, complete with handsome striping, represented America's first fleet of streamlined power.

In 1935, General Electric and Pennsy's Altoona Works built fifty-seven GG-1's, numbered 4801-4857. These were used in the New York, Philadelphia and Washington service, inaugurated February 10th of that year with the *Congressional Limited.* The best overall schedule that K-4s steam power had maintained on this run was five hours flat, including the change to third-rail electric power at Manhattan Transfer, but the GG-1 cut 85 minutes from this while hauling 18-car trains—a truly great performance for a 79½-foot, 238-ton locomotive!

Engine crews quickly fell in love with GG-1's. Their affection remains strong today after 32 years. Aside from assisting in keeping a sharp eye on the tracks ahead, the fireman must also operate the steam-heat boiler and watch the pantograph. It's his duty to "hit the cinders" at each station stop and carefully inspect the condition of that frail steel antenna, the vital connecting link between locomotive and trolley wire, for if the "pan" becomes damaged, the mighty GG-1 is crippled.

On January 15, 1938, a cold and dreary winter day, a crowd gathered on the Harrisburg station platform to welcome GG-1 No. 4863 as it hummed into town with train 25, *The Metropolitan,* en route to Pittsburgh. This was the first through electric run to the Keystone State's capitol.

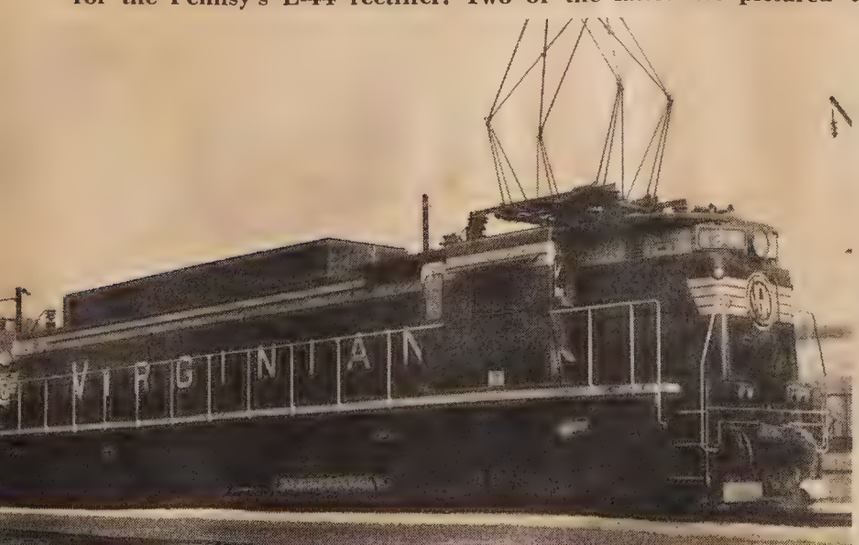
By 1943 the GG-1 fleet included Nos. 4800-4938, those numbered above 4857 having rounded pilots, drop couplers, and 100-mph gearing. Earlier models are equipped with flat steel pilots and 90-mph gearing. All were built at Altoona, except the first 15, which came from General Electric.

In days when big steam locomotives cost about $100,000 each, Pennsy shelled out $250,000 for each of 139 electric GG-1's, and this was at Depression years prices. Ignoring its traditional zeal for Spartan simplicity, the management spared no expense to develop a super-locomotive. Extra expense items such as all-welded bodies and double-ended quill-spring cup drive assemblies eventually paid off handsomely in cost savings of thousands of dollars.

With a continuous horsepower rating of 4620 at 100 mph, a GG-1 can absorb an electric power overload producing nearly 10,000 horsepower for short periods of time. Pennsy crews call the electrified lines east of Harrisburg the "happy hunting ground." The GG-1's great power lies in the trolley wire overhead, while other types of locomotives must simultaneously lug their own power plants and pull the trains.

While the normal operating speed of GG-1's in passenger work is around 75 to 80 mph, they've far exceeded these limits upon special occasions. In the late 1940's, for example, a test train ran over a ten-mile course between Thorndale and Parkesburg on

The Virginian Railway's 139, class EL-Zc, 3300-hp rectifier, built by General Electric 10 years ago, served as prototype for the Pennsy's E-44 rectifier. Two of the latter are pictured at the right on the Trenton cutoff at Morrisville, Pa.



the Philadelphia Division to prove the merits of the Budd Company's new disc brakes. The four-car test train included a Budd "rolling laboratory car" equipped with a big plate-glass window in the car floor directly above one truck assembly, and a dining car which served complimentary meals to the press and invited guests. The high-speed braking tests were made from various speeds to a top speed of 127 mph, and that GG-1 was really sailing with the controller wide open in the 22nd notch!

Of course, crews must be wary of high-voltage wires. We recall train 632's pantograph being grounded, perhaps by a small foreign object hanging on the trolley wire. This caused the pan to drop automatically as the GG-1 approached Coatesville station. The engineman called the power director in Harrisburg and had current cut off in the wires. Then he sought his fireman's help in going atop the GG-1 to raise the collapsed pantograph.

"I don't give a damn if they told you the power is off," said the fireman, "I'm not going on top of that motor."

After some arguing, they decided to use the pantograph pole to unlock and raise the pan. Sometimes this procedure will not work, but in this case it did, and train 632 went on its way after a 20-minute delay.

Trouble came to one GG-1 in January, 1952. The 4876, hauling the *Federal Express* from Boston, roared into the train concourse at Washington Union Station and fell through the floor into the baggage room below. That was due to a train-brake failure. The dramatic accident caused great damage and slight injuries, although the courageous engine crew stayed aboard all the way, sounding warning blasts with the air horn. A salvage gang had to cut the 4876 into pieces to get her out, the re-assembly job being done at Altoona Shops.

On another occasion train 35, the *Pittsburg Night Express*, was several miles west of Paoli when an eastbound freight with P-5a's derailed and dumped several flatcar loads of piggyback trailers right into 35's path! The GG-1 instantly leaped off the rails and headed across a cornfield, finally stopping in an upright position with the crew riding all the way. The train had a long head-end consist. Only a few passengers at the rear were shaken up, but wrecking crews had to build a spur track into the field to reclaim the wandering 239-ton locomotive.

Also, we recall the day when train 75, *The Duquesne*, cut up an expensive tie-tamping machine. The section gang was busy at work just west of Bryn Mawr. Bear in mind that these machines, mounted upon flanged wheels, are not heavy enough to actuate block signals. Well, it seems that both the dispatcher and the Bryn Mawr block operator overlooked the presence of the work gang on track 3. They switched train 75 onto that track to pass a local MU train on track 4. The GG-1 poked around a curve with no warning, the work crew scattered in all directions, and the GG-1 demolished the tie-tamper with scant damage to itself.

By 1951 motive power men saw the handwriting on the wall for P-5a freight power. Six 2500-hp straight AC freighters came from General Electric and four 3000-hp AC-DC rectifiers were delivered by Baldwin-Westinghouse. The successful quill drive gave way to motorized trucks and these experimentals actually looked like diesels with pantographs. News media billed the event as "the battle of the electrics," a battle to decide which type would prove better and possibly become the prototype for a new fleet of locomotives.

Tom Foust, an assistant road foreman of engines, who at one time worked out of Thorndale yard, tells us something about these experimentals.

"No one seemed to like the GE motors very much," he says, "perhaps because they were too light. The rectifiers pulled heavy loads with great power but we couldn't seem to get speed out of them. One day I received a call that a westbounder had stopped near Howellville, on the Trenton cut-off, with overheated traction motor trouble.

"Many times I'd driven to the point where a train was reportedly stopped but found no train — the crew had rectified the trouble and got moving. This time was different. There stood one of the new rectifiers, so I cut out the circuit on the overheated traction motor and she proceeded to Enola. I congratulated myself upon performing this little task, because the locomotive was new and I had no wiring diagrams or other data to work from. Apparently that made little difference to the mechanical department officials, who reprimanded me for not cutting out the motor circuit properly. Perhaps I'd have been wiser just to let that train lay there and tie up the railroad!"

As the "battle of the 1951 experimentals" fizzled out, Pennsy motive power men looked for inspiration toward two advanced designs of GE rectifiers running on other railroads. These included the New Haven's 4000-hp passenger units built in 1954 and tested on through runs from New Haven to Washington. Also tested were the Virginian's 3300-hp road-switcher type freighters of 1956 vintage.

The VGN hood units became the prototype with an output increase to 4400 horsepower. In 1959 the Pennsy ordered 66 units from GE to make possible the retirement of the P-5a fleet that had served long and well. The new class E-44 hood rectifiers lack esthetic beauty but are rugged and utilitarian, performing heavy work with ease and efficiency. They are numbered 4400-4465 and have C-C trucks.

The last venerable P-5a's went to the scrap heap in 1965; but the very first one, class P-5 No. 4700, was presented to the National Museum of Transport in St. Louis. While practically all the early experimentals and odd-ball electrics that made the Pennsy interesting for many years are now gone, the tradition of high-speed operation remains with 136 GG-1's performing dual service and 66 E-44's pulling freights.

And let's not forget the forthcoming northeast Corridor service between New York and Washington, where self-propelled electric trains are expected to rip along at 125 to 150 mph speeds, starting in the fall of 1967. Yes, the Pennsy is truly America's greatest high-speed electric railroad. ●

A westbound GG-1 turns the train over to a waiting diesel at Harrisburg, Pa.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 *When did the Baldwin Works stop building steam engines?*

In 1954 the Eddystone plant shipped to India a 2-8-0, construction number 76088. That was the last Baldwin steamer. No photo is available.

2 *List the five largest railroad corporations in the U.S.A.*

Here they are. In each case the first figure shows operating revenues for 1965; the second figure shows total assets. Pennsylvania, $1,033,582,000 ($3,603,319,000); Southern Pacific, $914,026,000 ($2,684,382,000); Chesapeake & Ohio, $810,906,000 ($2,391,-432,000); New York Central, $759,-110,000 ($2,386,345,000); and Santa Fe, $712,325,000 ($1,897,198,000). The sixth largest is Norfolk & Western, $592,493,000 ($1,705,044,000).

Figures for 1964 had SP in the top spot, with Pennsy a close second and C&O very far behind. C&O's present position on the totem pole includes Baltimore & Ohio figures, for it now owns 90.7 percent of B&O stock. This data came from *Fortune* magazine. (One of *Fortune's* top editors, Gilbert H. Burck, got his journalistic training on the *Railroad Magazine* staff. So did James Cook, now a senior editor of *Forbes*, a business weekly.)

3 *Explain the difference between a tank locomotive and an ordinary steam locomotive.*

The former has her water tank and coal bin mounted on the main frame of the locomotive and does not use a separate tender.

4 *What was the relationship between the Buffalo & Susquehanna, the Baltimore & Ohio, and the Wellsville, Addison & Galeton?*

At one time the B&S had a main line extending all the way from Buffalo, N.Y., to Du Bois, Pa., via Wellsville, N.Y., and Galeton, Pa., plus several branches. In 1917 the Buffalo-Wellsville line was abandoned and torn up, but the rest of the road continued in operation. In 1932 B&O took over the B&S. Ten years later floods washed out much of the former B&S, completely destroying the track and roadbed in the vicinity of Sinnemahoning, Pa., and Driftwood, Pa. The latter sections were never rebuilt.

Some time in the 1950's the B&O sold the eastern portion of the old B&S to a new company, the Wellsville, Addison & Galeton. This included the Galeston-Wellsville line and the Galeton-Addison branch. The WA&G is still operating but part of the line at the Addison end has been torn up. Little remains of the western portion of the former B&S. The B&O still owns the track from Du Bois east to Caledonia, Pa., about 22 miles, but the only part in operation today is about 4 miles from Du Bois to a mine near Sabula, Pa.

The old B&S had 3 switchbacks: one about 6 miles east of Wharton, Pa., on the main line; another 8 miles west of Galeton, and the third on a branch near Keating Summit, Pa. The company had some Baldwin engines of various types but sold them long ago to the Southern Iron & Equipment Co. (location not known to us), which resold them to several roads. Alco built the B&S 2-8-0's which were still in use when the B&O took over in 1932. These were so rugged that some lasted into the late 1950's and ended up on B&O rails far from the former B&S. The WA&G bought a few and used them until it all-dieselized. This history came from William L. Reddy and John M. Prophet, 3rd, both of Buffalo.

5 *I am curious about the pipe ahead of the smokestack that some Union Pacific steam engines had. What was it used for?*

You mean the vent pipe for the feedwater heater. It facilitated the removal of exhaust steam.

6 *Which was the first locomotive to enter Shreveport, Louisiana?*

The *Louisiana*, a 4-4-0 built by Richard Anderson at his Tredegar Iron Works in Richmond, Va. Instead of steaming proudly into the city under her own power, she arrived July 29, 1857, on a specially-built barge pulled on the Red River by the steamboat *Alida*. No rails had been laid into Shreveport at that time. She had bright red 5-foot driving wheels, 18x22" cylinders, and 150 pounds of boiler pressure. Also a boiler painted apple green, encircled with brass bands; a diamond stack, a polished bell, and a long pointed pilot which in those days was called a cowcatcher.

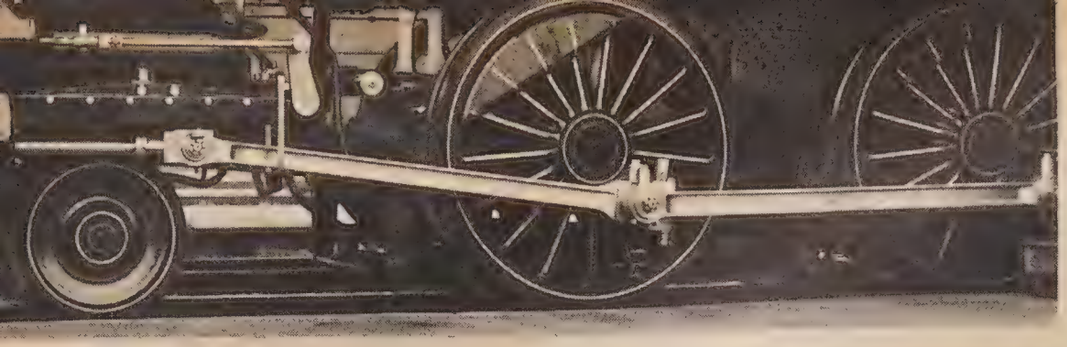
She was engine No. 1 of the Southern Pacific Railroad, a line unrelated to the present SP but given that name because it was planned to extend to the West Coast. It was, in fact, an antecedent of Texas & Pacific. Iron rails were laid shortly after the engine showed up. Meanwhile, on another segment of the future T&P, oxen pulled 3-car trains. The *Louisiana* eventually was cannibalized to repair locomotives damaged in Civil War service, according to Harold K. Vollrath, 8938 Maple Dr., Shawnee-Mission, Kan. 66207, from whom we got this information.

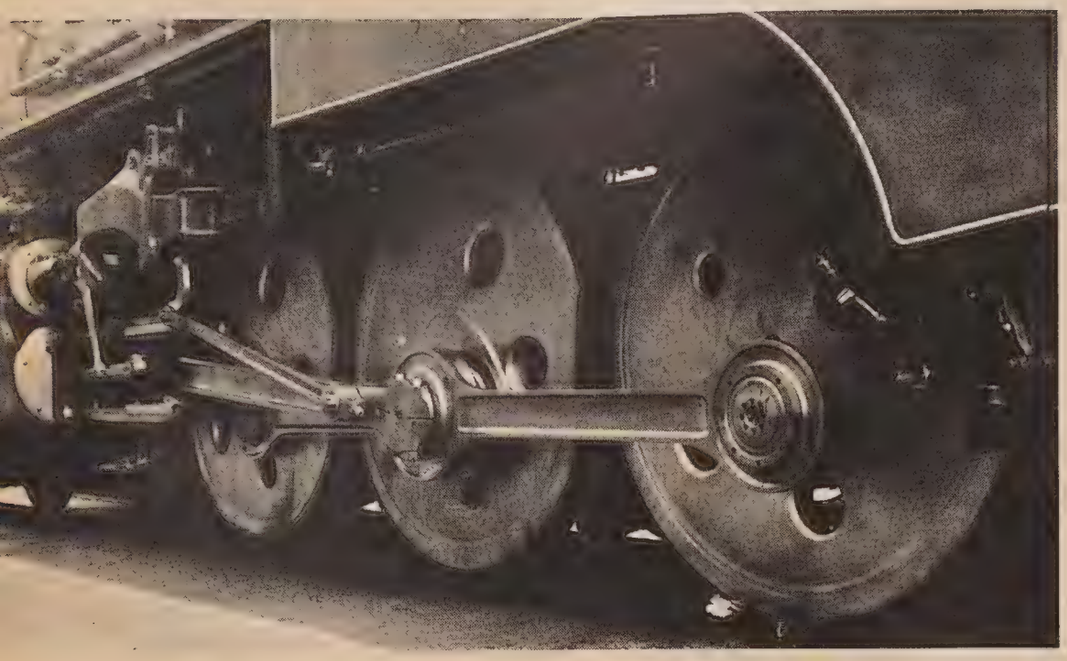
7 *Explain the operation of the steam locomotive valve gear.*

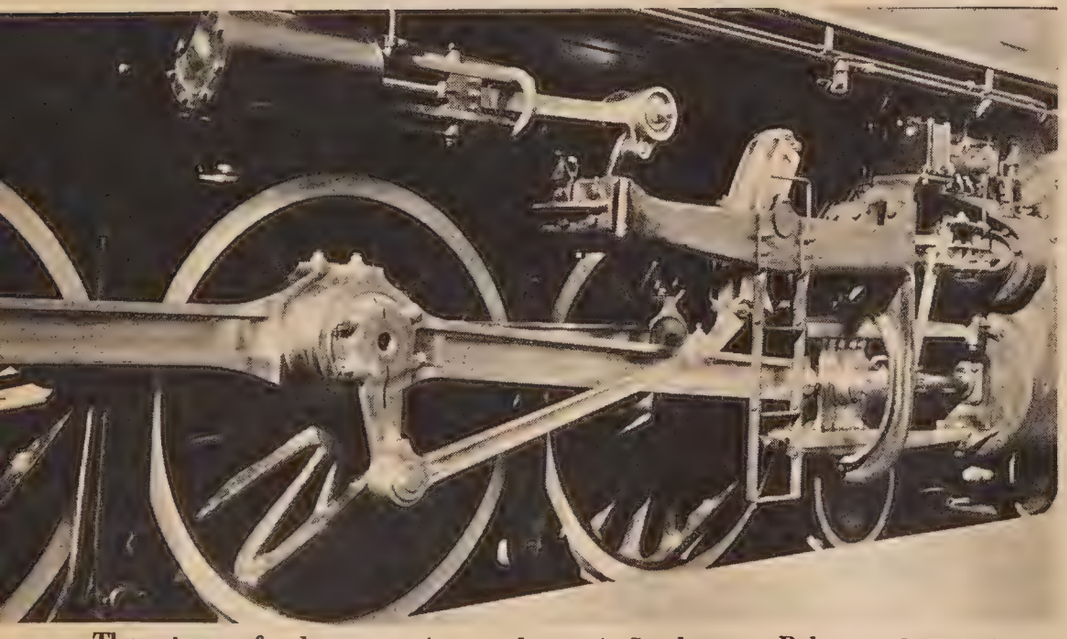
Valve gear is the mechanism whereby the slide valves or piston valves admit steam to—and exhaust it from—the cylinders. Valve gears let steam be cut off at any desired point of the piston stroke and admit steam to either end of the cylinders so as to run the engine either forward or backward. This operation is sometimes called link motion or "monkey motion."

Actually, link motion is the arrangement of links, rockers, eccentric rods, etc., for changing the relative positions of the valves and the valve seat of a locomotive, thus regulating the intake of steam at either end of the cylinders. It gives the engineer control over the admission of steam through valve ports to the cylinders so that he may run in either direction at high or low speed.

There have been many types of locomotive valve gears: single eccentric,







Three types of valve gear: (top to bottom) Stephenson, Baker, and Walschaert.

Hawthorne, Carmichael, Crampton, Cabry, V-hook, Buddiscom, drop hook, double V-hook, Stephenson, Baker, Walschaert, etc. Fred Jukes gave the details in a series of four illustrated articles in *Bulletins* 88 to 91 of the Railway & Locomotive Historical Society, available in many public and university libraries or through our Switch List.

8 *Print the words of a railroad poem entitled "Memories."*

Which one? Many railroad poems have that title. Among them is the following by Elias Lieberman:

Train whistles calling in the warm night air,
Church bells chiming when the day is done,
Carousel music at a country fair,
Wild birds flying toward a setting sun,
These have a magic that grips my soul,
Bearing it off through a fog of years
Far from the glittering present goal,
Back to the past in a blur of tears,
Back from the dreams of a little boy
Marshalling clouds in an evening sky
These bring a guerdon of bitter joy,
Memory figments of life gone by;
Train whistles calling in the warm night air,
Church bells chiming when the day is done,
Carousel music at a country fair,
Wild birds flying toward a setting sun.

And here is "Memories" by H. F. McBride, reprinted from *The Locomotive Engineer:*

A bunch of the boys in the washroom
Just the other day
Were talking about the good old times
And the fellows who've gone away.
They praised the crackerjack air men
And laughed at the screwballs, too;
I guess they spun a hundred yarns
Of railroading they used to do.

They lost the air on two or three hills,
Even piled up a train or two,
And they talked about oldtime car-hands
And the switching they had to do.
They recalled old trains like "400,"
With memory vivid and stark;
Why, just listening to their stories
Brought back the steam engine's bark.
Then a funny thought occurred to me,
Listening to them wander back:
They run a lot more trains in the washroom
Than they ever ran on the track.

9 *(a) What is the average charge for moving a ton-mile of freight by rail? (b) State the average annual earnings of full-time railroad employes, excluding executives.*

(a) Only 1.25 cents as compared with 6.5 cents by motor truck and 21.7 cents for air cargo. (b) $7,300.

10 *Tell me the story of Rock Island's famous silver engine.*

CRI&P No. 9, named the *America,* was a handsome 4-4-0 built by Grant Locomotive Works at Paterson, N.J., and exhibited that year at the Universal Exposition in Paris, where she won first prize, a gold medal. Her boiler, dome, sandbox, stack, and cylinders were jacketed in gleaming German silver. Smaller parts were actualy pure silver or silver-plated. She gave foreigners the impression that the United States was a fabulous country. Who else but people rolling in wealth could silverplate a locomotive? Painted on sides of her tender were portraits of General U.S. Grant, the national hero (but apparently not related to Oliver Grant and his son David, who operated the Paterson plant).

On June 4, 1869, the *America* started a triumphal tour of the Rock Island's recently completed line from Chicago to Council Bluffs, Iowa, and made a big hit. In 1871, the Rock Island and Chicago & North Western competed with bids for handling the U.S. mail west-

ward. The silver engine was given the job of winning the contract. Watchmen were stationed at every crossing to ensure a fast run. Her 19-year-old engineer, Tom Holmes, beat the North Western from Council Bluffs by nine hours. So great was the *America's* fame that Grant Works placed a replica of her gold medal on the cabs of all engines it built.

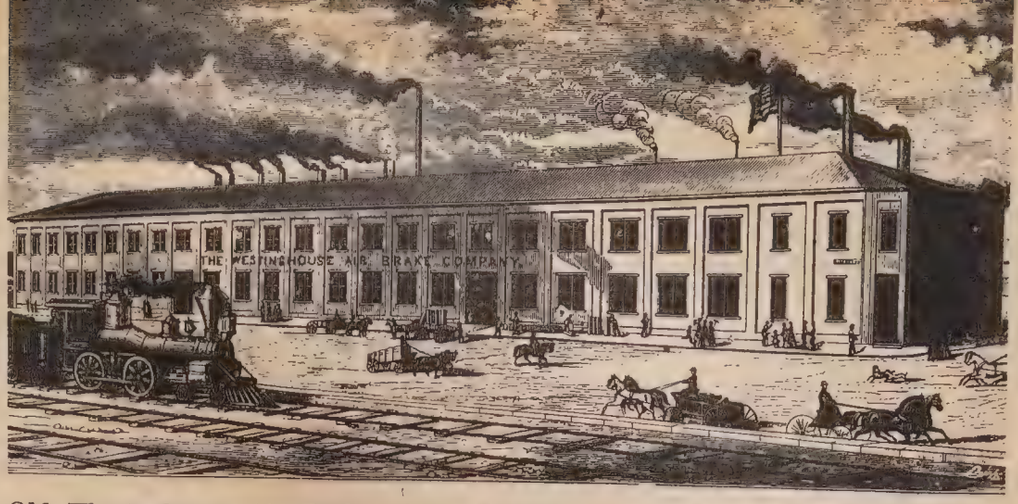
But as the poets tell us, "fame is fleeting." Instead of preserving the *America* for future generations, the Rock Island scrapped her early in the present century. Only small pieces of her German silver were saved as souvenirs. For years her boiler was used to heat a greenhouse in Blue Island, Illinois. In 1932 the CRI&P tried to find blueprints of the silver engine to build a scale model of her, but all records of the Grant Works had disappeared, along with the plant itself.

11 *What is meant by (a) "riding the rods" and (b) "riding the blinds"?*

Both were oldtime practices, now obsolete. (a) The hobo placed a board across truss rods under a railroad car and rode on it. This was very dangerous, even in mild weather. You might doze, get careless, become cramped, fight a sudden strong wind, or lose your nerve —and roll under the wheels! Also, you were pelted and stung by cinders from the roadbed. (b) A tramp on the head end of a baggage car next to the tender, where no door was placed, was "blind baggage" or riding the blinds.

12 *How does a straight air brake work?*

Straight air is a system of brakes actuated by compressed air, with no automatic feature. It is a system of pipes plus a brake valve that could be nothing more than a 3-way cock, and brake cylinders and a source of compressed air we'll call the main reservoir. By manipulating the brake valve you can let main-reservoir air flow through pipes to brake cylinders, and cut it off at any



Old Westinghouse Air Brake plant: Liberty Ave. at 25th St., Pittsburgh, Pa.

time. This cutoff point is the "lap" on the brake valve. In this position no air flows while air in the brake cylinders is held there; so is air in the main reservoir.

By further brake-valve movement, air can be exhausted from brake cylinders while still holding that in the main reservoir. In case of a break-in-two, all air to the brake cylinders would be lost and a runaway would probably result.

Many logging roads used straight air; mostly they also had automatic brakes. The advantage of straight air on log cars is apparent. After using air in an automatic brake, the system must be recharged. In a steep grade on a logging road it is sometimes difficult to find enough time to recharge the system completely before another application can be made. This can result in an engineer losing his air. If a straight-air system is used also, the engineer could keep his brakes set and control his train, retaining automatic air to be used in case of a broken train-line or other emergency.

Straight air on modern locomotives still exists and is necessary to the locomotive brake. With it the engineer can apply the engine brakes while not disturbing the train brakes. He can also keep the locomotive brakes off while applying train brakes, but it is used only on the engine and tender and, for diesels, on each coupled unit.

You might ask why straight air isn't used in modern train braking. The answer is that air moving through pipes has friction; a train of say 100 cars equipped with straight air would be almost impossible to brake with straight air without very rough handling.

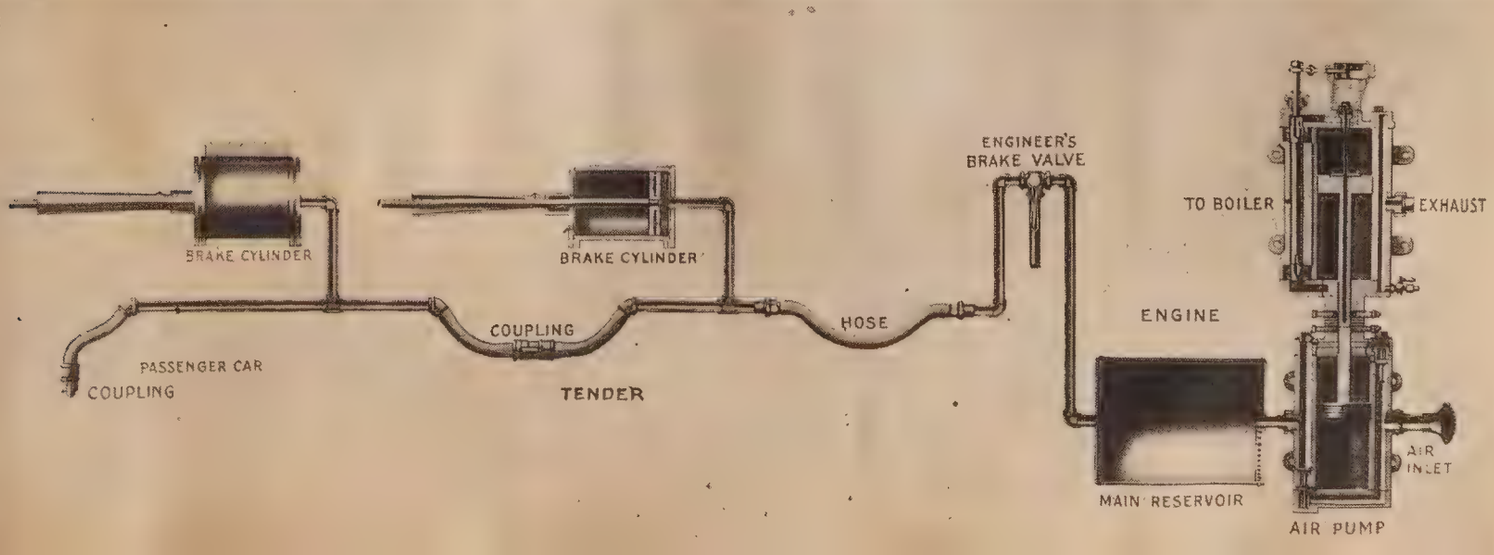
For this data we thank Bill Pennington, Western Pacific engineer, P.O. Box 478, Portola, California 96122.

George Westinghouse, who invented the air brake, was a shrewd salesman. When ordinary methods wouldn't work, he'd come up with a novel idea to get people's attention. But it was not easy to put the air brake across. A century ago trains seemed to get along fairly well with hand brakes on cars and "steam jam" brakes (which just reversed the valve positions) on the steam locomotives.

In April, 1869, when the nation's first transcontinental rail line was being completed, Westinghouse persuaded the Pennsylvania Railroad to let him equip a short train with air brakes for a trial run on the Panhandle division. A lot of high officials were on the train, but Westinghouse knew that little short of a miracle would get them to take a serious look at his invention.

Then, just as the train had cleared the Pittsburgh yards, Engineer Dan Tate slammed on the brakes so hard that some of the brass collars were flung out

Diagram shows "straight air" brake system which George Westinghouse invented in 1869 for use on steam locomotives.



of their seats. They hurried forward to find that a teamster on Second Avenue had driven in front of the train. If it hadn't been for the air brake his team would have been killed!

The demonstration set them to thinking and resulted in the eventual acceptance of the new invention, which all roads use, in improved form, today. It wasn't until years later that George Westinghouse admitted he had given the teamster $50 to drive onto the track that day!

Running Extra

Our October issue, item 3, stated that in 1894 many trackmen were paid from 82 to 90 cents for a 10-hour day of hard work. We thought those figures were pretty low. But listen to James H. Whippe, an old retired engineman of Pacific Grove, Calif. "When William J. Bryan was campaigning for President in 1896 he told the crowds that some great corporations in the U.S.A. were paying laborers less than 60 cents for a whole day's work! He was right. In those days plenty of section hands in the Deep South didn't get even that much—and had to board themselves! A section foreman of my acquaintance was working full time for the Louisville & Nashville at 60 cents a day and paying his own board. I took him from New Orleans to Houston on my train and found a job for him as gandy dancer at one dollar a day—and, boy, was he glad to get it!"

Warren D. Stowman adds the following to his list of roads which used Camelbacks (Oct. issue): Northampton & Bath (0-6-0); North Pennsylvania (2-6-0 No. 79, Baldwin, 1881); and Portland Terminal, Me. (0-6-0 824, Manchester, 1912). "The Lehigh Valley almost had a 2-8-8-0 Camelback," he writes. "In 1911 Baldwin made erecting drawings of a 2-8-8-0 Camelback to be rebuilt from a 2-8-0 Camelback of the Valley's class M-36, but it never got off the drawing board."

"Mr. Stowman must have done a lot of research," writes Carl P. Munck, CMR 1, Box 99, APO Seattle 98737. "His list is very informative, but his D&H data should be: Delaware & Hudson Canal Co. (4-4-0's, 2-6-0's, 2-8-0's, 0-6-0's); Delaware & Hudson Co. (4-4-0's, 4-6-0's, 0-6-0's, 2-6-0's, 2-8-0's, one 0-8-0)."

According to Hugh Stephens, 178 Roseland Ave., Caldwell, N.J., the Rahway Valley's No. 13 was a 2-8-0 Camelback acquired from the Lehigh & New England. The Esquimalt & Nanaimo had two 2-8-0 Camelbacks.

Hugh also comments on Orville Chase's item about skew arch bridges in our October department. Says he: "The Pennsylvania Railroad bridge which crosses over the main street at Elizabeth, N.J., and the Jersey Central's main line—a triple-level crossing—is built of dressed cut-stone blocks and skewed arches and it dates back many years."

Another skew bridge is located in Reading, Pa., at the Reading Company's outer station and carries the Lebanon Valley branch over north 6th Street, according to James Gillin, 113 Shisler Ave., Aldan, Pa. 19018. Richard Osborn designed it in 1857. A state marker says it is America's best example of a skew bridge. You can see a picture of it in *Trains of the Pennsylvania Dutch Country*, a new book by John D. Denney, Jr., 227 Cherry St., Columbia, Pa., 17512, priced at two dollars.

"Where can I get a child's book, *Old 44*, published about 30 years ago?" asks Frank Lupino, Jr., 1445 Sunset Ridge Rd., Glenview, Ill. 60025. "It tells about a retired loco and her engineer making an emergency run."

Central of Georgia's No. 808 is seen wheeling the train *Nancy Hanks*.
Photograph by Walter M. Pharr, Macon, Ga.

CENTRAL OF GEORGIA RAILWAY

Current locomotive roster compiled by Sy Reich

Old RR. Class	Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
DS-1	1	600	GM-EMC	SW1	B-B	50,000	203,600	1939	1
DS-1	2-3	600	GM-EMD	SW1	B-B	50,000	199,400	1941	
DS-1	4	660	Alco-GE	S1	B-B	50,000	198,000	1941	2
DS-1	5	660	Baldwin	VO 660	B-B	53,150	212,600	1940	3
DS-1	6	660	Alco-GE	S1	B-B	50,000	198,000	1941	
DS-1	7	600	GM-EMD	SW1	B-B	50,000	199,220	1941	
DS-2	20	1000	GM-EMD	NW2	B-B	62,000	247,900	1941	
DS-2	21	1000	Alco-GE	S2	B-B	57,500	230,000	1940	
DS-2	22	1000	Baldwin	VO 1000	B-B	58,000	232,000	1940	5
DS-2	23-24	1000	Alco-GE	S2	B-B	57,500	230,000	1941	
DS-2	25	1000	GM-EMD	NW2	B-B	62,000	247,500	1942	
DS-2	26	1000	Baldwin	VO 1000	B-B	60,000	240,000	1943	3
DS-2	27	1000	Baldwin	VO 1000	B-B	60,000	240,000	1944	3
DS-2	28-30	1000	Alco-GE	S2	B-B	57,500	230,000	1944	2
DS-2	31-32	1000	Alco-GE	S2	B-B	57,500	230,000	1945	2
DS-2	33-34	1000	Alco-GE	S2	B-B	57,500	230,000	1946	2
DS-2	35	1000	Alco-GE	S2	B-B	57,500	230,000	1948	2
DS-2	36-37	1000	BW	DS4-4-1000	B-B	57,725	230,900	1949	3
DF-2	101-105	1500	FM	ALT 200.2A	B-B	61,695	246,780	1949	3
DF-2	106-107	1500	GM-EMD	GP7	B-B	61,750	247,000	1950	3
DF-2	108-110	1600	Alco-GE	RS-3	B-B	62,250	249,000	1950	
DF-2	111-119	1600	Alco-GE	RS-3	B-B	62,250	249,000	1951	
DF-2	120-123	1500	GM-EMD	GP7	B-B	63,438	253,750	1951	
DF-2	124-132	1500	GM-EMD	GP7	B-B	61,750	246,250	1951	
DF-2	133-146	1600	Alco-GE	RS-3	B-B	62,472	249,890	1952	3
DF-2	147	1600	Alco-GE	RS-3	B-B	63,752	255,010	1952	
DF-2	148-150	1600	Alco-GE	RS-3	B-B	63,752	255,010	1953	
DF-2	151-159	1600	Alco-GE	RS-3	B-B	62,472	249,890	1953	
DF-2	160-165	1750	GM-EMD	GP9	B-B	61,350	245,400	1956	
DF-2	166-170	1750	GM-EMD	GP9	B-B	61,350	245,400	1956	
DF-2	171-177	1800	GM-EMD	GP18	B-B	61,281	245,125	1961	
DF-3	201	1500	GM-EMD	SD7	C-C	92,100	368,400	1953	4
DF-3	202-207	1750	GM-EMD	SD9	C-C	92,100	368,400	1955	4
DF-3	210-214	2500	GM-EMD	GP35	B-B	63,960	242,000	1963	
?	215-224	2500	GM-EMD	SD35	C-C	93,602	373,310	1965	
DS-3	301-306	1200	GM-EMD	SW9	B-B	61,656	247,824	1952	
DS-3	307-310	1200	GM-EMD	SW9	B-B	61,956	247,824	1953	
DS-3	311-314	1200	BLHW	S-12	B-B	60,000	240,000	1953	3
DS-3	315-318	1200	FM	H12-44	B-B	62,075	248,300	1953	3
DS-1	329	660	Alco-GE	S1	B-B	50,000	198,000	1941	2
DS-2	330	1000	Alco-GE	S2	B-B	57,500	230,000	1944	2
DS-2	331-332	1000	Alco-GE	S2	B-B	57,500	230,000	1945	2
DS-2	333-334	1000	Alco-GE	S2	B-B	57,500	230,000	1946	2
DS-2	335	1000	Alco-GE	S2	B-B	57,500	230,000	1948	2
DP-1	801-807	2000	GM-EMD	E7A	A1A-A1A	53,553	318,000	1946	
DP-1	808	2000	GM-EMD	E7A	A1A-A1A	53,553	318,000	1946	
DP-1	809-810	2000	GM-EMD	E7A	A1A-A1A	53,553	318,000	1948	3
DP-1	811-812	2250	GM-EMD	E8A	A1A-A1A	54,257	322,000	1950	
DF-1	901-904	1500	GM-EMD	F3A	B-B	57,500	230,000	1947	
DF-1	905-909	1500	GM-EMD	F3A	B-B	57,500	230,000	1948	

Roster is based on data from CG's vice pres.-operations and is accurate as of July 22, 1966. Locomotive builders: GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric; BW, Baldwin-Westinghouse; FM, Fairbanks Morse; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) No. 1 sold to Atlanta, Stone Mountain & Lithonia 1/17/57 and renumbered 1.
(2) Nos. 4 and 30-35 renumbered 329-335.
(3) Nos. 5, 26-27, 36-37, 101-105, 107, 139, 311-318, and 809 have been scrapped.
(4) No. 201 rebuilt to 1750 hp SD9. Nos. 202-203 rebuilt to 1500 hp.
(5) No. 22 sold to Savannah & Atlanta, renumbered 22. It has been scrapped. ●

History of Rome branch of the New York, Ontario & Western is wanted by P. Goetz, 111 Riverside Parkway S., Rome, N.Y. 13440.

Douglas Brown, 8481-A Fresno Court, St. Louis, Mo. 63121, will buy a "decent-looking," full-size, steam locomotive. He also asks: "(a) What happened to 2-8-0 No. 17 that used to operate the Quebec shortline known as Roberval & Saguenay? (b) Does the Mexicano FCM still have left and 2-8-0's numbered 200-220, class GR-27 and GR-28?"

Preparing an alltime motive power roster of the Missouri Pacific, its predecessors, and subsidiaries, John B. Harper, 305 Crestwood Ave., Tullahoma, Tenn. 37388, seeks data on the subject.

Color slides of Southern Pacific's electric trains in the Eastbay area, which ceased operation about 1941, are wanted by Ralph Kerchum, 4350 Bridgeview Dr., Oakland, Calif, 94602. He has charge of an audio-visual project for Oakland public schools and is compiling a series of 35mm slides of unusual narrow-gage and short lines to show the pupils.

Information on Canada's Maritime Provinces' shortlines is sought by Ted McQuin, 204 Fairfax Rd., Riverview Heights, N.B., Canada. He is also interested in Intercolonial and Windsor & Annapolis (later Dominion Atlantic) loco builders' lists. Has many pix to swap.

Material for a history of Cumberland Valley RR. (now Pennsy), which he is writing, is sought by Paul J. Westhaeffer, 3411 N. George Mason Dr., Arlington, Va.

Regarding question 5 in our October issue, Bill Rau, associate editor of *Model Railroader,* points out that "Congo" is a slang word for *Congressional Limited* and is used to describe the stainless steel cars on that and other PRR trains.

"Who knows which engines are—or were—left in the graveyard just outside St. Cloud, Minn.?" asks Douglas Brown, 8481-A Fresno Court, St. Louis, Mo. 63121.

Will someone please tell Marvin Hill, 1525 Third St., Kerrville, Texas, what became of old steam engine No. 4 that used to run between Pecos and Balmorhea, Texas?

Brief histories of the Cumberland & Pennsylvania and the Long Island Rail Road's branch to Manhattan Beach are wanted by Bill Warden, a *Railroad Magazine* author, 1216 Shamrock Lane, Waynesboro, Va. 22980.

John Williams, Jr., asked about "foreign" equipment operated by Boston & Maine in the early 1940's and about the parent road of the 2-8-2 type with B&M herald, 2800 series. Elwin K. Heath of Barre, Vt., replies: "In April, 1942, the B&M received five class N-1 2-8-2's from the Erie and applied its emblem to their tenders. These engines proved unsatisfactory, so they went back to the Erie in May and June, 1942. Each had 63" drivers, 28x32" cylinders, 200 lbs. boiler pressure, and rated 60,390 lbs. tractive effort. B&M numbered them as follows: 2802 (Erie 3001), 2804 (Erie 3069), 2805 (Erie 3081), 2801 (Erie 3127), and 2803 (Erie 3150).

"Still needing more freight power, B&M turned to the Lackawanna in December, 1942, and received six 2-8-2's, classes L and L-6, under a loan agreement, numbered 1232, 1236, 2101, 2123, 2126, and 2131. These went back to the DL&W the following May. During that same period B&M also borrowed Maine Central 2-8-2's 604, 608, and 610; M&WR 2-8-0 19, and StJ&LC 2-8-0 38. These engines were never relettered or renumbered. B&M kept the two from StJ&LC until 1944."

Our September issue said dining-car service had just gone into effect for the first time on Indian railways. "Not so," writes Gerald Conway, 5500 E. Kelloggs, Wichita, Kansas. "I ate in a diner on an Indian train in 1943." ●

Perilous Railroading

DISASTER. A. H. Hoffman, 54-year member of the Brotherhood of Locomotive Engineers, recalls: "On the Tehachapi Mountain, when I was a Southern Pacific trainmaster during the Depression, a washout flood tied up the railroad for 13 days. It destroyed bridges, nearly 25 miles of track, and almost all of the town of Caliente. Many persons died.

"I was standing on the track just west of Caliente when the wall of water rushed down the canyon; it swept away the bridge ahead of me and moved the track right from under my feet. My fireman saved himself by hanging on to the smokestack of a big, three-cylinder freight engine—stayed there until the waters subsided. The body of one engineer was found at Ilmon; the storm had carried it from Woodford, 18 miles.

"It's hard to believe, but two large freight engines completely disappeared in that storm. With the help of magnetic instruments they finally were located, however. Although tracks later were built down to them it took a steam shovel and two large wreckers to pull them out." ●

BECAUSE his brake valve was stuck on a mountain grade many years ago, W. S. Giles, a retired Lackawanna engineer who reached the age of 97 last June 27th, barely escaped a disastrous wreck.

"I was working a fast freight between Elmira, N.Y. and Scranton, Pa.," he writes. "On a heavy grade at Clarks Summit, seven miles west of Scranton, all trains had to stop and make an air test. On this trip I was pulling a 75-car train so you can understand my consternation when, at a point just east of Cayuga, I tried to apply the brakes and found they didn't work. The brake valve was locked in release position and I couldn't move the handle.

"On the crossover from east to west Main (which is under a viaduct, part of West Lackawanna Ave.) a train was just pulling out. I had to reduce speed somehow, knowing what the consequences would be if I didn't.

"I grabbed the coal hammer and with it broke the equalizing reservoir pipe and the brake pipe to gage. In doing so, the brakes applied and the train came to a stop just a half-engine length from the signal. If it hadn't, that would have been some wreck; I had 35 cars of livestock on head-end! To clean up a mess like that would have taken at least five days." ●

ONE hot June day in 1910, a shy young boy walked into the office of the old Canadian Northern in Kipling, Saskatchewan. His name was Percy Jarvis. Nervously, he asked the locomotive foreman for a job.

"How old are you, young man?" asked the foreman.

"Fifteen, sir."

"Nineteen, eh?" said the foreman as he scribbled a figure.

"No sir, I'm 15. My father always told me to tell the truth. I'm only 15."

"Yes, that's right. I have you down here as 19. You told the truth. You'll also start to work for us tonight."

As the lad turned to go, the foreman took one look at two boyish knees protruding prominently below a pair of short pants.

"But, for heaven's sake," he added, "go and buy yourself a pair of long pants. You're 19 now, remember."

Percy started with the Canadian National as an engine watchman and retired from the railway in 1960 as an engineer with 43 years experience without a single demerit.

The old hogger made his last official trip for the CNR when he took the *Super Continental* No. 2 from Wainwright to Biggar. This item came from Sam Fulton, 92 Wellington Ave., Victoria, B.C., Canada. ●

Interesting Railfans No. 48

OMER LAVALLEE

by Freeman Hubbard

The CP's *Fort Simpson*, on which Omer Lavallee worked, was the last railroad pay-car in English-speaking North America.
David Plowden, 1239 Madison Ave., New York, N.Y.

ON AT LEAST two counts, the genial and solidly-built Omer Lavallee of Montreal is distinctive. Besides being, in our judgment, his nation's top rail historian, he served for 15 years on Canadian Pacific pay-cars, including the last such car to ride the steel anywhere north of the Rio Grande.

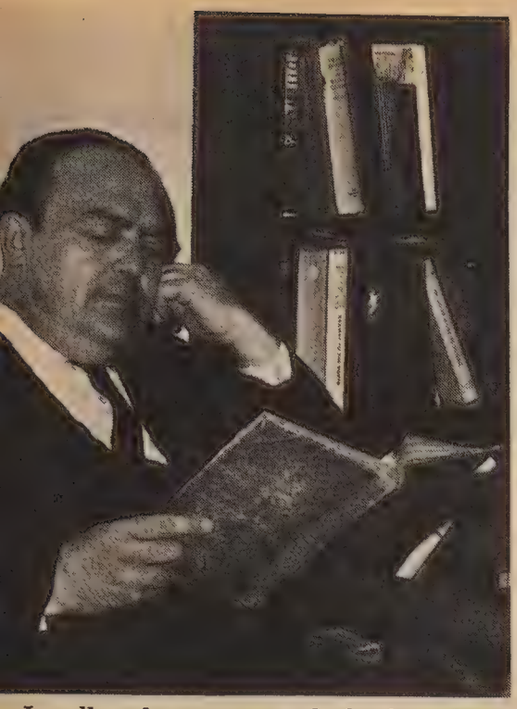
We mean the converted steel passenger car *Fort Simpson* that the International of Maine section of the Canadian Pacific operated between Megantic, Quebec, and Mattawamkeag, Maine, to pay its employes with cash in a wilderness-like area. The subject of this sketch worked on the *Fort Simpson* till July 6, 1960, at 7 p.m., when pay-car service ended in the English-speaking world. (Mexico still uses a pay-car and so, we think, does one or two South American countries.)

Like the late Lucius Beebe, Lavallee has an aversion to the word *railfans*, which he defines as "the minority of stupid (but possibly well-meaning) extroverts who frequent railway trips but whose behavior is selfish and egotistical." Another common word he dislikes is *buff* in describing the followers of any hobby. Lavallee refers to the vast body of rail-oriented types as "enthusiasts, amateurs, or railwayists." Even though he himself is a railway man and a historian, he admits being a hobbyist also.

"In my hobby," he says, "my aim has not been to make a name for myself but rather to do as much as I can for Canada's rail amateur movement and still remain largely in the background."

In 1914, Canadian Pacific pay-car 52 was assigned to the State of Maine run in charge of Paymaster Frank Loye, whose brother John later founded the Canadian Railroad Historical Association. "To Frank," Lavallee recalls, "I owe a debt of gratitude for an introduction to John Loye which brought me into the CRHA in March, 1945. Little did I suspect then that the Association and its affairs would grow to occupy most of my leisure time."

Omer was 19 when he joined the CRHA. Born Sept. 14, 1925, in Mont-



Lavallee does a great deal of reading.

real, he was the only child of a French-Canadian named Joseph Omer Lavallee who worked in telegraph service on various Canadian and New England roads but spent the last 35 years of his life with the CPR, finally as crew supervisor for the Montreal terminals. Both of Omer's grandfathers also worked for railroads.

Heritage and locale combined to lure the lad into railroading. "My childhood environment included the Outremont Yard in Montreal," he tells us, "which was the CPR's principal terminal until the St. Luc hump yard superseded it in 1950. The sights, sounds, and smells of trains fascinated me—and still do."

Even before he started going to school, the men at the roundhouse regarded Omer Lavallee as a prodigy because he knew the Whyte classification system, could identify all types of engines, and could recite the names of all stations in correct order from the working timetables for every Canadian Pacific and Canadian National subdivision in Quebec and eastern Ontario.

"During my teens, on school holidays," he recalls, "I spent many happy hours seated on a wooden stop-block at a siding at the bottom of our street, having been admonished by careful parents not to go into Outremont Yard unaccompanied, and I saw much in that yard in the war years of 1939-'45. Often a dozen switchers worked there simultaneously around the clock. I also train-watched the two-tracked Laurentian Division main line which ran along the yard's western perimeter."

On summer vacations with his father Omer covered most of the rail lines around Montreal and in New England. On one such trip en route to the New York World's Fair in 1939 he took his first railway photograph, at St. Johnsbury, Vermont, his subject being 0-6-0 engine No. 24 on the St. Johnsbury & Lake Champlain. His second transportation picture showed the Bridgton & Harrison railcar at Bridgton Jct., Maine—his first and only sight of a two-foot-gage common carrier.

"However," he goes on, "I knew a lot about the two-footers from reading Linwood Moody's writings in *Railroad Magazine,* which I devoured eagerly each month. Around that time, too, I began accumulating toy trains. I still possess much of my old tinplate collection, and recall being inspired by Louis Hertz, about whose collection I learned from *Railroad Magazine* also."

After leaving school in 1942, he hired out to the CPR's Paymaster's Department, which led to his joining the CRHA three years later. At that time the Association had less than a dozen members; today it exceeds 1,600. In October, 1949, it launched a monthly publication named *Canadian Rail,* of which Omer is currently acting editor. In 1949 he was elected to the board of directors as secretary; since then he has served as a director on 18 consecutive boards. In 1953 and '54 he was president of the CRHA; today he is a vice president.

In 1950 the Association set up a trip committee which has since organized over 100 steam, diesel, and trolley excursions. In that same year CRHA made its first effort to preserve prototype equipment in the form of a single-truck electric car, No. 274, donated by the former Montreal Tramways Co. This step gradually evolved into the Canadian Railway Museum, first planned in 1958 and two years later given a permanent site at Delson, near Montreal.

Omer Lavallee contributed a goodly share to such activities, meanwhile working for the CPR for 24 years, most of that time on pay-cars. Effective September 1st this year he was transferred to the Public Relations Department as supervisor of its Speakers Bureau. He collects Canadian railroadiana, chiefly documentary and archival material such as photos, drawings, maps, plans, timetables, posters, passes, and so on. The photos he snapped himself have documentary rather than artistic value. In 1949 he started making 35mm color slides; now has over 10,000. Nearly all of them show railways in North America and Europe: steam, diesel, electric, trolleys, interurbans, monorails, and even the new, rubber-tired, Montreal subway trains.

He also has railway models of various sizes, including two live-steamers, and number plates, builders' plates, lanterns, etc. His total collection, one of Canada's largest, is kept in his home in Lachine, a Montreal suburb. Appropriately, the house itself is located on an abandoned Canadian National right-of-way. His mailing address is P.O. Box 772, Montreal 3, Quebec, Canada.

Sports have never interested Omer. Aside from walking, never smoking, and following a well-balanced diet, he does little or nothing to keep physically fit. Although overweight, 215 pounds, he is strong and healthy—so much so that at the CRHA museum in the days before it acquired a small, gas-electric, yard engine, he was an indispensable member of a team that pushed locomotives and cars that had to be moved by muscular power. Five feet, 11 inches tall, he has black hair, brown eyes, and a ready smile.

Omer is remarkably well read on rail lines throughout the world, Canadian in particular, and specializes in pre-Confederation railroading—that is, before 1867. Next year will mark Canada's centenary as a nation. For this event he is preparing a *Railroad Magazine* feature on the Canadian Pacific's locomotive-building during the Steam Age. Omer is well qualified to write a major book on the history of Canadian railways. We wish it were possible for him to devote full time to such a project.

Aside from railroading, his interests include general history, science, classic and sacred music (he used to direct a Catholic Church boys' choir); travel, especially to historic sites; economics, philosophy, and modern languages. He writes extensively on historic subjects for *Canadian Rail,* the CRHA monthly, and occasionally for the CPR *Spanner* and other magazines. He has authored many historical brochures and serves as consultant for railway exhibits. He opposes racial, religious, and cultural discrimination. For many years, while working on pay-cars, a .32 revolver lay almost constantly at his side but he never pressed the trigger.

"Never in my life have I used a firearm," he tells us. "Being fond of animals, I have an intense dislike for the sport of hunting wild creatures that are harmless to man. As a child I was taught not to step on caterpillars, catch butterflies or frogs, or throw stones at birds."

Bill Jones, the CPR's general paymaster, who has known Lavallee ever since he started work for the company in 1942, reports: "Omer has an amazing

memory for historical data. His knowledge is such that when our Public Re-edge is such that for many years when our Public Relations men got requests for facts of Canadian history that they couldn't supply, their first thought was to phone Omer. If he didn't know the answer offhand, he usually could find it in his extensive library. I have accompanied him on a few trips. Each time his rich fund of knowledge has enhanced my enjoyment of the trip.

"Besides railroads and trolleys, he and I have a common interest in coin and stamp collecting."

Omer's historical articles are authentic. Among those we like best is the long and interesting account of Canadian Pacific pay-cars he wrote for *Canadian Rail* (Jan. '66). Consisting of history and reminiscences, it deals mostly with operations over the International of Maine section. The following is a good example of his literary style and his approach to history:

Payment on a weekly basis on this line was made under the laws of the State of Maine. Everyone else on the CPR working in Canada gets paid twice a month. The reason for the cash payment was the lack of settlements with banking facilities along the line. There are only two communities worthy of note for size along the whole 117-mile Moosehead Subdivision, between Megantic and Brownville Junction, spaced about equally (Jackman, Maine, and Greenville Junction) . . . In between these places, at regular intervals, were tiny clusters of section houses . . .

Every time the pay-car would come up to meet with another train, we would stop, the engine and train crew would climb aboard and get their pay. After a long winter's journey playing "musical chairs" with trains and sidings, the pay-car would sometimes arrive in Brownville Juncton hours late—the men understandably grumpy after having waited in queues in the cold (as much as 40 below) for three or four hours.

No bank in existence kept the generous hours of the pay-car; we were up and open for business at 7 a.m.—an hour before breakfast. We used to close for the night at about 10:15 p.m. Not constant duty, mind you, but there were myriad little chores to occupy the paymaster and his crew in the respites between delivering cash into eager hands.

Few bank cashiers would accept the conditions under which we worked either. Bad enough to have 16 hours of open shop without having the "bank" rolling, pitching, and jumping with every turn of the rails. One characteristic of the job was the vexing experience of breaking open a roll of coins to count them when, suddenly, the slack ran in, the car bumped, and U.S. dimes were all over the floor, into every nook and cranny of the car. Seldom did you recover them all after such an experience . . .

To handle the State of Maine payments, the company converted a passenger car of the vintage of 1886 into pay-car No. 52. This was in August, 1914; and shortly thereafter car No. 52 made the first of more than 2,100 round trips over the International of Maine section. It was withdrawn from service in December, 1957, and succeeded by the steel observation car *Fort Simpson*, which was used for the final 2½ years.

Car No. 52 was scrapped in 1958. It was the last genuine pay-car, complete with double doors at the office end, an office with safe, counter, and wicket, the latter equipped with bullet-proof doors and a trick drop window which, by slight pressure on a foot pedal, would lower the heavy window frame suddenly onto the wrists of anyone who might threaten the paymaster by pointing a revolver through the wicket. Yes, we were equipped for almost anything, but fortunately nothing ever happened.

Also in the *Canadian Rail* article is an account of a typical trip on car 52. Pay-car service in Canada ended forever when the CPR returned to the payment of wages by check and arranged with a trust company in Maine to handle this account. Such articles by Omer Lavallee are worthwhile contributions to rail lore.

The author is known far and wide. Listen now to William McKeown, the YMCA secretary in Osaka, Japan: "I first met Omer in 1948 at the founding of the now-defunct Cornwall Electric Railway Society. Later, while attending a Montreal university I lived with his family. Through him I joined the CRHA. Omer's passion was the Delson museum. He nursed the project along from a vision to reality, surrounding himself with competent people who helped to make the museum possible. After seeing some outdoor museums, where rolling stock was deteriorated by the weather, he was determined that every CRHA exhibit should be placed under a roof, even though it limited the number of exhibits."

Tall, overweight, has a ready smile.

Omer is a bachelor living with his widowed mother but takes a great interest in younger rail enthusiasts. Kenneth F. Chivers, who has known the historian for 15 years, has frequently seen him load up his Volkswagen sedan with a number of them for trips to places with rail appeal. Omer is of half French, half Irish origin. Ken finds him a likeable, impulsive person with strong ideas that sometimes bring him in conflict with his associates, and Bill McKeown shares this view.

"Basically," says Bill, "Omer's nature is one of good humor coupled with a conservative approach to his work and his hobby. He has been known to entertain friends for hours with rich and lively anecdotes, particularly on railroad subjects, but on rare occasions exasperating them with his stubbornness."

"Once I am convinced that something is right," Omer says, "I cling to it tenaciously, even though it may mean breaking off temporarily with certain friends or relatives. My personal philosophy is that a man lives with his conscience at all times but with his friends and their opinions only when he desires. When things go very well with me, or very badly, I am usually inspired to sit down and put my thoughts on paper, generally in the form of a letter to a friend. If I am enthusiastic about some thing, event, or occasion, I can usually produce a story or piece of research about it with little effort."

He has a fairly low opinion of TV programs in general and never watches them except for a few special features and the news. "I keep myself too busy to sit and watch TV, but I can work while listening to good radio or record music."

As a historian concerned with accuracy, one of his chief aversions is "full-size steam railroads with amusement-park type mentality." Says he: "I am appalled at the treatment given railways in 'period' pieces. We actually have a generation growing up to think that every 19th century train was painted yellow, with Barnum or playbill type lettering, and that steam engines were usually painted green, silver, blue, pink, purple, or red. No line is drawn between Victorian elaborateness and gaudiness.

"This is true particularly, if I may say so, of most tourist-type railroad attractions. Among the exceptions which I have visited is the East Broad Top in Pennsylvania, which has the commendable courage to paint its engines basically black and cars basically Pullman green."

Steve Maguire's

TRANSIT TOPICS

Car 206 of the Cumberland County Power & Light Co. traversed shady streets to Monument Square in Portland, Maine.
Edgar T. Mead, 1158 Fifth Ave., New York, N.Y. 10029

LIMIT of spending on mass transit for the entire nation has been cut to $150 million a year for the next two years, being trimmed by a 47-43 Senate vote from the $225 million proposed by the Commerce Committee.

Stephen D. Maguire

Last year Pittsburgh's Port Authority (PAT) received $16,800,000 Federal transit funds. Most of this unhappily went to convert its fine railway system to buses —a situation far removed from the kind of improvements for which such money should be used. As a result, Labor Day week-end saw the end of the Mt. Washington, Brookline, and Ardmore trolley lines. In addition, week-end bus service began on several former car routes in the east end, foreshadowing a dismal but total changeover to "stink buggies" at some future date.

According to Richard Dadowski, 4214 Davison St., Pittsburgh, Pa., the rail routes still being operated in his area are 64-E, Pittsburgh to Wilkinsburg; 67, Swissvale to Braddock; 71, Negley; 73, Highland; 75, Wilkinsburg; 76, Hamilton; 82, Lincoln, and 88, Frankstown. These lines use 90 trolleys, more than one-fifth of the PAT transit operation.

"PAT will run no more fantrips," says Al Shade, 9831 Aldridge Dr., Columbia Station, Ohio 44028, "because several fans from the area of Washington, D.C., and Silver Springs, Md., visited South Hills yard over Labor Day week-end and stole roller signs, side signs, controller handles, builders' plates, etc., from the cars. Hereafter, all rail-fans are barred from PAT property."

MASS TRANSIT riding has declined sharply in those cities which replaced streetcars with buses, as shown in a study prepared by E. L. Tennyson, a Philadelphia city transit engineer. Prompting the study was an announcement earlier this year that the Philadelphia Transportation Co. planned to substitute buses for streetcars on all but five of the city's remaining 13 trolley lines. Southeastern Pennsylvania Transit Authority is engaged in buying the PTC property, is studying Mr. Tennyson's findings.

The survey shows that in cities which still use streetcars, the number of passengers declined by only 26 percent in 15 years while in fully-bussed cities the

Stephen D. Maguire, Box 51, Belmar, N.J. 07719

Trolley 1661 in a woodsy setting on the Mt. Washington line of Pittsburgh, Pa.

drop was 56 percent. In the latter group, the communities having buses run by National City Lines or its associates report a decrease of as much as 67 percent!

Here is a breakdown of the more moderate loss of patronage in cities retaining trolleys: Toronto and Boston, each 26 percent, and San Francisco, 21 percent. All-bus-serviced Chicago, Montreal, and Washington had sharp drops in the number of passengers: 46, 36, and 48 percent respectively.

For this enlightening news we thank Albert Atz, 4703 Paulson Dr., Delpark Manor, Wilmington, Delaware. He worked as a conductor for the Five Mile Beach Electric Railway at Wildwood, N.J., in the summer of 1940 and now asks if anyone has ever written that line's history. We think not. Readers familiar with it, please contact him.

AS PART of a state transit aid program that will eventually cost $4,800,-800, Southeastern Pennsylvania Transportation Authority has received $194,-000 to pay the Philadelphia Transportation Co. for the Suburban services it will render in coordinating rail and bus transit in that area. After citing the advantages of that plan, John K. Tabor, State Secretary of Commerce, pointed out: "Both peak and off-peak services have been increased on feeder bus lines connecting with suburban trains to and from Philadelphia while this contract has prevented the elimination of Red Arrow rail service on the Media and Sharon Hill lines."

WESTINGHOUSE Electric Corp. will supply electrical equipment for 25 of the 50 new high-speed cars that Budd Co. is building for the Pennsylvania Railroad's two-year test program for 160 mph service between New York and Washington. This equipment includes four 300-hp motor gear units per car that will allow unlimited control. The cars are due for delivery next summer, to begin operation in the fall.

NEW YORK's new 63rd Street tunnel under the East River between Queens and Manhattan will have four tracks instead of the two originally planned. According to Joseph E. O'Grady, chairman of the New York City Transit Authority, the additional tracks will be used to bring Long Island Rail Road trains into Manhattan to a station on the east side at a location to be determined later. Operations are slated to start in about seven years.

NYCTA is shopping for 400 new subway cars to replace aging equipment on its Independent Division, for which the city and Federal Government have provided over $48 million. Bids were opened Oct. 27th. The cars, expected to be delivered in the last half of 1967, will be assigned to the D, E, and F lines, replacing cars operating since the early '30's.

The TA previously ordered another 160 new cars for the delay-plagued line. These cars, built by St. Louis Car Division of General Steel Industries, are expected to be in service by the end of this year.

A FULL-SCALE replica of a New York subway car, Independent Division, that looks realistic even down to the defacing of car-card ads, was built in England for use in Gene Persson's filming of an off-Broadway play "Dutchman," by LeRoi Jones. The scene on a subway train running from the Bronx to Coney Island shows a blonde bitch taunting a Negro into committing a crime. Mr. Persson asked the New York Transit Authority if he could use a real subway car in the movie production. At first NYCTA agreed, later said no. The American play was filmed in Britain because of lower labor costs and the British Government's promise of a bonus to British-made films. Starred in "Dutchman" are Shirley Knight and Al Freeman, Jr.

"VERACRUZ saved from invasion by PCC's," headlines a story in the Texas ERA *Short Circuit Bulletin*. Purchase of a group of PCC cars from the Toronto Transportation Co. by the Veracruz Cooperative Transit System fell through because the system lacked money and no bank would make a loan for the purchase.

So the old Veracruz trolleys will continue to run probably until they fall apart. That friendly city on the Gulf of Mexico is, in a sense, an operating museum, with some Birney cars and some closed cars from Los Angeles, New Haven, and Tampico. Also a single open trolley that runs every day, having been overhauled only a year ago and now in better shape than most of the city's other cars.

Changing the subject, the Texas publication reports that in El Paso buses replaced trolleys on August 14th, supposedly for a 10-month period because of the boundary relocation. However, short-sighted officers of the El Paso City Lines want to make the change permanent. Evidently the only way to save the trolley operation would be an objection to bus conversion by the Mexican Government, which presently favors the streetcars.

IRONICALLY, a former electric traction company that lacks historical records is seeking from outsiders a history and photos of its former years. Says Harry L. Decker, historian for The Potomac Edison Co.: "At long last our company has awakened to the fact that its early history should be preserved. Alas, most of our records have been destroyed and now we'd like to regain the mementos of earlier years. We want to catch up on the archives of about 200 predecessor companies. Besides railway operations, these include gas, ice, water, and electric concerns. So we are calling upon railway buffs for help. Apparently they are well informed."

Harry's mail address is care of The Potomac Edison Co., 200 E. Patrick St., Frederick, Md. 21701. Your *Transit Topics* editor has assisted him in a small way. This we did most willingly because we recall many pleasant trolley trips on the old Hagerstown & Frederick. Just after World War II ended we often rode the Thurmond interurban. A small group of us would hire a car on a Sunday and run and ride it up and down the line all day long. There was no other operation that day and we took turns at the controls. Those happy outings ended about 15 years ago when the line was cut back to the vicinity of Frederick and was dieselized.

SENTIMENTAL PILGRIMAGE. E. Jay Quinby led a group of members of the National Railway Historical Society, North Jersey Chapter, on a motor tour last August of the now-abandoned North Jersey Rapid Transit interurban, on which he used to work as motorman, long before he founded the Electric Railroaders Association. Your *Transit Topics* editor went along. We followed the old route of the line that folded up in 1929, unable to pay its power bills, shortly after the bus-oriented Public Service Co. took over.

Nearly all of the right-of-way is still visible. Being used today by the PS and Rockland County lines for transmission, it is easy to locate and follow. However, at East Paterson on the south end it is obscured by housing developments while the north end is lost in the city streets of Suffern, N.Y. A dozen of us enjoyed the tour under the *maestro's* guidance. We even found old rail remaining in the streets at Ho-Ho-Kus, N.J., where we also saw that the entire floor and even the rails of the now-leveled car barn were still intact. Jay Quinby was ecstatic. He had brought along a drawing of the NJRT building and with that, plus his memory, was able to point out the site of its various offices.

Local residents who watched us scanning the spot probably did not realize what it had been nor why anyone should visit it. Only because Public Service took over the whole NJRT line was most of it not used for any other purpose in the next 35 years.

"*RAILROAD MAGAZINE* reviews are usually good for about 200 to 300 sales," writes Harold E. Cox, 80 Virginia Terrace, Forty Fort, Pa., commenting on our review last month of

Car 5123 in Boston one day last winter on line of the Massachusetts Bay Transportation Authority.

No. 319 on the new loop track of the Columbia Park & Southwestern in Columbia Park at Olmstead Falls, Ohio, not far from Cleveland.

Both photographs by Stephen D. Maguire

his latest book, *The Birney Car*. The author has an A.B. degree fom one university and Ph.D. from another. After teaching seven years at Temple University in Philadelphia, he is now associate professor of history at Wilkes College in Wilkes-Barre, Pa. He is patient, persistent, and thorough.

"I tracked down all the Birneys for my book by writing hundreds of letters over a period of three years," he tells us. "I also contacted oldtime motormen and conductors and their wives and I sent public appeals for information to more than 200 newspapers. In addition, I consulted the records of every major carbuilder, except Southern Car, and the Brill Company's listings of second-hand purchases, dated 1930."

Harold was born in Lynchburg, Va., 35 years ago and grew up in the vicinity of the car barn of a company for which several of his relatives worked. Later he began putting out little paperback books. He has written articles on public transportation history for a variety of magazines. Currently he is researching for a full-length study of the development of urban transportation in the United States. Also, collaborating with E. Harper Charlton, he has under way a reference book on electric railway trucks; and he is completing the second volume of his series on rolling stock.

PHOTO in our September issue of the Boston & Albany trolley that linked Riverside with Newton Lower Falls, Mass., came from Norton D. Clark, 21 Endicott St., Newton Highlands, Mass. He says the 1.5-mile "Pingpong" branch on which the trolley operated dated back to 1881, when it had steam freight and passenger service. Then on Feb. 1, 1900, passenger service was electrified with Middlesex & Boston Street Ry. supplying the juice. The trolley ran until the line reverted to steam April 2, 1930. It ended its days in the Signal Department and was scrapped about 1946.

THE LAST 18 Los Angeles PCC cars, replaced by buses in 1962, were shipped to Alexandria on July 14, 1966 reports Jimmie Walker, 11307 Long Beach Blvd., Lynwood, Calif. They were the final shipment of the entire fleet of L.A. narrow-gage trolleys to Egypt (United Arab Republic). Due to the gage, only a few cars were kept for U.S. operating museums and Chilean mines.

Cairo also still has trolleys and soon will boast a 17-mile subway, Africa's first subway. Cairo's population, one million in 1940, is six million today. Its city traffic, which includes camels as well as trolleys and automobiles, is inevitably congested. Apparently the subway was decided upon during the visit last May of Premier Kosygin of Soviet Russia, who promised that his country would build it.

The nationalized interurban line between Cairo and Heliopolis has received new equipment, according to *Modern Tramway*, monthly publication of the Light Railway Transport League, 2 Dalmally Rd., Addiscombe, Croydon, Surrey, England. Belgian interests originally owned this line; the Egyptian Government recently took it over.

TWENTIETH anniversary of the Pittsburgh Railway Museum Association, Inc., will be celebrated with a banquet in Webster Hall, Pittsburgh, at 6 p.m. on November 12th. So says Harry G. Bartley, 224 Lincoln Ave., Bellevue, Pittsburgh, Pa. 15202, who helped to found the association and is No. 1 member. (Incidentally, Harry will sell 75 different Pittsburgh Rys. transfers, dated 1941-'45, for $1.)

SAN FRANCISCO had an unusual accident the other day. Four cable cars and two automobiles in a chain-type collision tied up Powell Street traffic for hours, reports "Rusty" King, 5 Midwood Dr., Florham Park, N.J. A cable strand had caught the grip of Powell-Mason cable car 505 just after it passed the Ellis Street intersection en route to the Powell turntable down the block. This sudden jerk pulled 505 into the rear of Powell-Hyde car 514. The latter's grip held the strand and the car ran into a sedan on the track ahead, pushing the sedan into cable car 512, which was waiting to get onto the turntable. It also hit an automobile turning right onto Eddy Street. Car 512 smashed into Powell-Mason car 516, just leaving the turntable. A big traffic jam ensued.

Also in San Francisco: the Bay Area Rapid Transit District has forbidden smoking in the cars of its new system. Besides being a boon to non-smokers, this rule is expected to save BARDT $100,000 a year, the estimated cost of cleaning ashtrays, sweeping floors, and replacing carpets in the cars.

Steel liners for the first 10 miles of subway in San Francisco's new Rapid Transit system are moving out of Kaiser Steel's fabricating plant at Napa, Calif., and the half-ton pieces are being "wrapped" in special protective coatings to keep them rust-free.

Trolley Museum News

A NEW trolley museum was officially opened last July 3rd at South Elgin, Ill., when regular service on the 1800 feet of restored overhead track was begun by the Railway Equipment Leasing & Investment Co. (RELIC).

This operation is unusual, being along the right-of-way of a former traction line. The Aurora, Elgin & Fox River gave up passenger business there nearly 30 years ago and later operated a trolley freight line, eventually becoming a short diesel freight road at Elgin, Illinois.

RELIC leased the rights to run over the line the ex CA&E and CNS&M interurban cars it owns and also to re-erect the overhead for trolley operation again along 1¼ miles of track in the Fox River Valley, using a rotary substation purchased from the defunct CA&E.

Actually, the first recent operation of a car on the old route occurred June 11th with ex CA&E line cars 11 and 20, the latter being a wooden interurban passenger car. Last summer the over-

head was extended and by the end of this season it will permit the 1¼ miles of trolley operation planned.

For some time we have known of RELIC's progress, but because of vandalism occurring on other museum lines our informant asked us not to publicize the project until it was ready to serve the public, as it now is.

WHAT is likely be the next operating trolley museum is the Magee Carpet Co. line at Bloomsburg, Pa., where two miles of track are being laid. We learn from Ed Blossom of Berwick, Pa., who has been working on the trolleys there for nearly two years, that running began last May when ex-Scranton Transit sweeper 107, long on exhibit at Rail City museum in Sandy Pond, N.Y., was activated and made several trips under overhead wire along the line. This car, of unusual construction, was used originally on the Chicago & Joliet Eleatric Ry., where it ran as No. 199. When the Bloomsburg operation starts for the public a rebuilt Rio open car, may be the museum's showpiece.

TEXAS Transportation Museum, which owns an open trolley, No. 6 formerly from Veracruz, Mexico; at least two steam engines, and some passenger cars, has found a new location for its proposed line. Until now, the museum ran its open trolley along the route of the Pearl Brewery's Texas Transportation Co. in San Antonio.

According to *The Dust Collector*, monthly publication of the TTM, 206 Milam Bldg., San Antonio, Texas 78205, the museum's new site is in the Northeast Preserve, a park development being undertaken by San Antonio's Parks and Recreation Department. At least 40 acreas of land have been set aside there for the new museum, and a connection with the Missouri Pacific's mainline is assured. Operating track will extend about two miles.

New Electric Publications

Pacific Electric Album of Cars was compiled by Ira L. Swett, 1416 S. Westmoreland Ave., Los Angeles, Calif. 90006. It has 210 pages, 11x8½", is illustrated, and has soft cover binding. This is a pictorial supplement to the triology *Cars of Pacific Electric*, which Swett produced in three volumes over the last two years. In publishing those books he had to reject many fine photos for space and other limitations. The best of these have now been put into this massive pictorial, which is a bonanza for fans of the PE lines and interurbans in general. All types of cars from the smallest to the biggest. Price, $5.

Trolley Talk, (Vol. 2), a reprint of the regular issues of *Trolley Talk* for the years 1959-'62, this compilation of the separate issues into a 136-page, stapble-bound book, will especially interest streetcar modelers. Besides model news and data, there are many photos of operating trolley lines and several short historical items. Copies of Vol. 2 may be had at $6 each from Wagner Car Co., 59 Euclid Ave., Cincinnati, Ohio 45215. Also available are some copies of Vol. 1 of *Trolley Talk*, 100 pages, $4.25.

CALCUTTA'S STREETCAR SYSTEM

by Fritz Lehmann

THE SURVIVAL of streetcar operation in India's greatest city, Calcutta, is a paradox: in a fiercely nationalistic and socialist-oriented nation this utility continues to be the responsibility of a private, foreign company.

The Calcutta Tramways Company Limited have done a remarkable job in providing efficient and economic service, which is a major factor in its survival. More than one and a half million passengers daily use the Calcutta trams, paying fares that must be close to the world's lowest. Depending on distance traveled and class of service, these vary from the minimum fare of 5*paise* to the maximum of 36. (There are 100 *paise* in one *rupee;* 7½ *rupees* equal one American dollar.) The slight fare differential between first and second class is justified by greater comfort in the first class sections: overhead electric fans and slightly more comfortable seats.

Next to the last streetcar operation in India, Bombay's BEST (Bombay Electric Supply Transport Undertaking), replaced the last of its red-and-white double-deck trolleys in January, 1964, completing a conversion to bus operation. This alternative does not seem to be open to Calcutta Tramways, because the already extensive bus routes in the city and suburbs are operated by the government, which intends to keep its monopoly. Furthermore, the Calcutta Corporation has its hands full governing a vast city of three million people (six million in the metropolitan area). Although a large portion of this fast growing crowd are too poor to pay taxes, the city still has to provide water, sanitation, education, and police and fire services like any other metropolis. Thus Calcutta Tramways are very useful, providing an essential service and at the same time paying taxes. The terms of franchise also requires the company to maintain the street over its tracks and for 18 inches beyond, which means it is responsible for the most heavily travelled portions of many downtown streets.

Organized in London in 1880, the company began passenger services in India in 1881. At first all lines were meter gage (3 feet, 3⅜ inches) and horses pulled the little open cars through the city. But a suburban section outside the then corporation limits used mechanical power from the beginning: seven 0-4-0T steam tram locomotives built in England in 1881-'83. Then in 1900 the system was reorganized with a new franchise. Under its terms, the company converted to electric traction completely and widened all lines to standard gage. Both changes were completed by the end of 1902. During the years 1905-'08 new routes were established in Howrah, a busy industrial suburb separated fro mCalcutta proper by the Hooghly River.

These routes were physically connected with the Calcutta lines in February, 1943, after the great Howrah bridge—the world's third largest cantilever bridge—replaced the old pontoon span across the Hooghly. This river, which makes Calcutta a major seaport, has always presented difficult problems of silting, so that city officials were reluctant to complicate the situation with bridge piers. For this reason not only were the tramway company's Howrah lines isolated from the rest of the system for 38 years, but major railroad services to north, central, and south India terminated at Howrah Station, still Calcutta's main rail center.

At present the Calcutta Tramways operate more than 42 route-miles, all double track. Turning circles at each terminus permit all cars to operate unidirectionally. More than 10,000 employes are needed to keep the streetcars running. The fleet of 458 cars includes several types. Oldest are the single-truck "English" cars, now primarily restricted to the three Howrah routes, Nos. 40, 41, and 42, to Sibpore and to Bandaghat from Howrah station.

In Calcutta two-car units serve most operations. Some older single-truck cars, rebuilt with new, more powerful motors and new streamlined bodies, are used coupled with similar-looking single-truck trailers. There are also some modern single cars with double trucks (or "bogies" as they are called in India

and Britain). The major part of the modern fleet, though, consists of two-car streamlined articulated units, the first and third trucks being powered by 60-hp motors. Trucks and traction equipment were imported from England but the car bodies were made in India. The company has done its extensive rebuilding of equipment in India.

Car barns, or "depots," are distributed at eight points near the outer ends of the system: Ghas Bagan in Howrah, and Kidderpore, Tollygunge, Kalighat (the one-time village whose name, mispronounced by the British, became "Calcutta"), Gariahat, Park Circus, Rajabazar, and Belgatchia in Calcutta.

There is no need to travel far to see the various types of equipment. The routes are so laid out that all, except one weekday Calcutta line, pass through one of the two main operating centers in the heart of the city, Esplanade and Dalhousie Square, where the tram lines have off-street turning circles and junctions.

The basic scheme, a bit complicated by the later addition of new routes, has odd-numbered lines passing through Dalhousie Square, even-numbered lines through Esplanade, and some through both. The Esplanade control cabin is the operating heart of the system. Every day virtually all varieties of equipment pass through the Esplanade tram station, including the work equipment, watering car, and so on.

Calcutta trams are very heavily patronized, being crowded even at off-peaks hours. The crush of people during rush hours is almost unbelievable. At those times the company runs special units "for ladies only" to meet a real need. Indian women are noted for their modesty, and even Calcutta's sophisticated city girls refuse to endure a pushing, shoving crowd of men. Even the special ladies' cars are inadequate. Many women regularly walk long distances if they can't get into the crowded ladies' compartments.

Despite such heavy use, the company's future prospects are not good. The West Bengal state government, which has now replaced all local authorities in dealing with the company, refuses to permit a fare structure that would encourage further capital investment. Projected extensions for three miles north of Galiff Street and three miles south of Behala had to be abandoned for lack of financing.

The government is not completely to blame for this. All over India, public opinion is aggressively vocal on the subject of local transportation costs and no politician can afford to support increased fares publicly. In recent years when the West Bengal government hesitantly sanctioned very modest fare increase, city mobs rose in protest burned several tramcars. Other Indian cities have seen similar riots, but the Calcutta population seems especially volatile. No matter what the occasion for popular frenzy—in recent years this has run from pogroms against Muslim and Chinese minority groups to protests against university regulations—the result is invariable damage to or destruction of a few tramcars.

In densely overpopulated Calcutta, one of the oldest "English" cars is still running, shown at Howrah station, terminus of two steam, narrow-gage commuter lines.

In Bombay, this double-decked trolley was working the Bori-Bunder Dadar Tram Terminal route, the city's last streetcar route, just before busses took over.

Both photos by Fritz Lehmann, 3343 N. Park Ave., Philadelphia, Pa. 29140

Traffic manager of Calcutta Tramways is E. H. Gaskell, who supplied much information for this article. Present arrangements permit the company to retain no more than 4 percent of its profits (if any) after taxes. Earnings above this amount must be set aside in a special fund which can be used to offset losses but which is primarily intended to help finance eventual government purchase of the tramways system. The West Bengal government has set January 1, 1972, as its next option date when it can choose to buy out the system. This seemingly drastic provision for government take-over is a regular feature of railroad and tramway franchises in India.

Given the present conditions of transport in Calcutta, one can only speculate about the future. Government purchase, which might come at almost any time —or not at all—would probably lead to pressures to drop some tram operations in favor of buses. On the other hand, the convenience of a private company paying taxes and taking the blame for so-called high fares may keep the streetcars running many more years. ●

RAILROAD OR RAMBLE

fiction story by KEITH DAVIS

HE REMINDED me of the Great Stone Face of New Hampshire, which I had seen up in the White Mountains on the first trip I ever made with a railroad pass. As trainmaster's clerk for the SW&P at Yucca, I watched the stranger sign himself "C. Steele." Medium tall he was, straight as a semaphore and just as stiff, somewhat heavy, but square—square and hard. A little gray showed at the temples of his closely-cropped head, while his slate-gray eyes were icy and expressionless when he asked Trainmaster Jimmy Deal for a job.

Jimmy was my boss. After sizing up Steele for a minute he decided that here was the right man in the right place at the right time. The cantaloupe rush had just begun. Every night our yard was jammed with the yellowish-green melons, and our third-trick yardmaster had blown up the day before and gone on a *tequila* drunk.

"So you think you're a yardmaster," Jimmy began. "Do you have any idea what this Yucca yard is like when we're getting eighty to a hundred cars of melons every hour from midnight to 8 A.M., which have to be cut down to sixty-eight-car trains and moved promptly?"

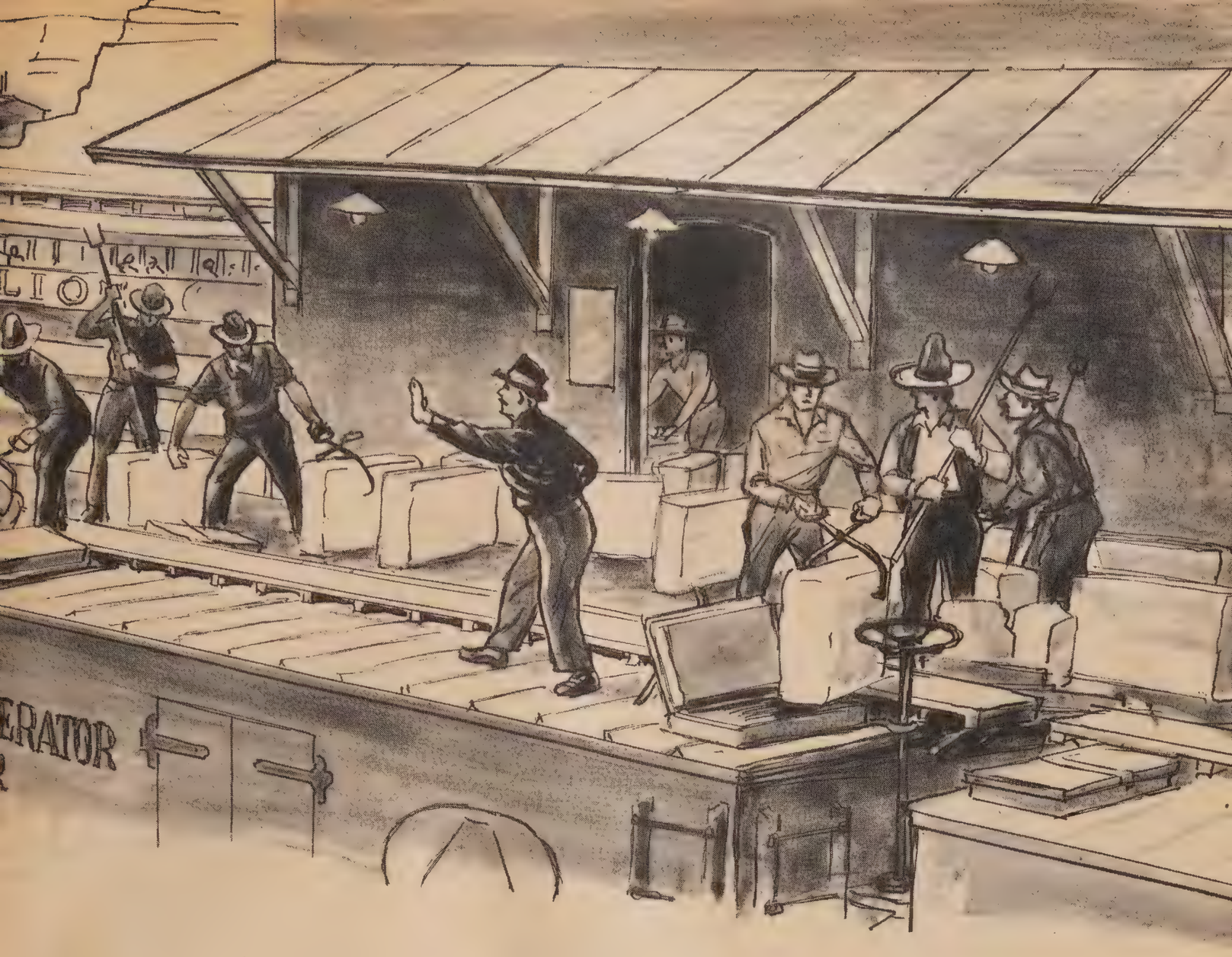
Steele countered with, "How soon is *promptly?*"

"Well, it doesn't mean an hour by any stretch of your imagination," the trainmaster said. "Leave your application with the clerk and report to the G.Y.M. for duty tonight. He'll instruct you on special handling of melon trains."

Steele left without another word. The T.M. got the general yardmaster on the phone. In the outer room, I listened in.

"I've got a man, Bill, for your third-trick job. He's hard-boiled, so give him the works. Tell him thirty minutes is the limit for any melon train on his trick."

Bill Delaney roared like a bull elephant. "Thirty minutes, hell! Why, they



can't much more than ice' em in that time."

"You put train 39 through the yard in 26 minutes yesterday."

"Sure. We had everything in our favor—a double icing crew, no varnished cars or empty reefer drags to block us, no hot ones to cut out—"

"Wait a minute," Jimmy broke in. "I want this to go as it lays. Thirty minutes—and if there's any alibis they'd better be damned good."

Bill Delaney was mad. He cussed the laws of both states that border here: one allows hundred-car trains while the other forbids more than sixty-eight. But he liked Jimmy Deal and couldn't deny that new methods which the young trainmaster had set up were making greater efficiency on this division.

The old yard office, just above the caboose shed, consisted of one large room that housed the entire yard-office force, including the telegraphers. It was a hot, noisy, busy place. As luck would have it, I doubled that night for Mike Branson on the line desk, which gave me a chance to size up the new man.

The thermometer over the yardmaster's desk was flirting with 100 when Steele took over the turn at midnight. Even with a dozen electric fans in the office, everybody looked limp and sticky—everybody except the Great Stone Face. Steele was wearing the usual dark blue shirt with a little black tie, and he looked cool.

I marveled at the way that *hombre* could grasp the situation in a turnover. For one thing, he'd stand behind the operator's chair when the two a.m. lineup came in and read it over the op's shoulder, and after that he didn't need to refer to it again.

When he showed up, the first melon train was called for 1:30, into town. The op felt the chill of Steele first. He'd been here six months and felt like an old timer, and he sang out: "A'right, Y.M., when do the cantaloupes depart?"

Steele walked over to the telegraph table, set his lamp down on a neat stack of manifolds, leaned over the op and asked, "When do they arrive?"

"One thirty, right on the advertised," the op replied.

"Then if you're not too dumb to add simple figures, you know we're making the call two a.m.," Steele said coldly. "Instructions say thirty minutes in the yard."

That op was a nervy little squirt. He blinked his eyes and yelled to "Jumpy" Gonzales, the caller: "Shut off the fans, Jumpy. We'll all catch pneumonia from that icy blast."

Steele stood there for a moment with his lamp in the crook of his arm, looking at us like we were a bunch of totem poles or something.

"Listen," he warned. "I want you home guards and railroad tramps to know that as long as I'm running this yard, we all railroad—right up to the handle. No buck-passing and no alibis. You have a choice of two things: you do a good job of railroading or get lost.

In other words, *railroad or ramble*, savvy?"

With that he dealt himself a lot of misery. Some old birds had been here so long that the whole Harriman family couldn't have had them canned, while on the other hand boomers would quit a job so sudden and at such inconvenient times that they'd jam the works for hours at a stretch.

WELL, that first night went off very nicely. The Great Stone Face fired only one switchman and kicked two Mexican ice-hands off the icing platform, but he moved his melons on schedule.

The second night was enlivened by a telegraphic battle between Steele and the chief dispatcher of the Mountain Division. It seems that the Coast Division had given us a bum figure on a melon train and its eighty cars were shaking across the bridge twenty minutes ahead of the figure. Steele got the ice-men on it quickly and the cantaloupes were ready to go a full half-hour ahead of the call. Then he learned that the dispatcher had a westbound manifest coming to Yucca for the melons, and Steele had another train waiting for a track on the icing platform.

Sa-ay, could that man use swear words! He damned all dispatchers as bitches back to the third and fourth generation. The eastbound *Sunset Special* was just ready to leave. The melons should depart on his block—and they did. Steele put a flag on the special and stung that shot an even hour. And then the fireworks started over the wires.

That smart op gloated over those telegrams. "Hot? Say, bo, they're sizzling!"

By the time the Great Stone Face had been with us a week, the trainmaster was hiring switchmen from all over the country, by wire, by letter and by guess. But Jimmy Deal didn't mind that. His morning reports on melon train movements were making history on the SW&P, besides creating trouble for other division and icing points.

Old Bill Delaney was worried. The general yardmaster had heard a lot about the way Steele rawhided that night crew and he didn't blame them for rambling. Got so bad that the regular crew of icemen vamosed one night with a melon train pulling up to the ice platform. Steele promptly drafted the whole yard crew, carmen, and all the office force except the op, to ice that train.

Then came the night of the Elks' specials. There was a big convention on in Los Angeles and it seemed like every man who ever saw an elk tooth was going to the Coast. We had nine specials on the lineup that night—right at the peak of the melon movement, too! When Steele came in, I noticed for the first time that he belonged. But when he saw that lineup he cussed every fraternal order in the book.

And if that wasn't misery enough, the operator announced gleefully: "Cast your hailstones on this, Mr. Yardmaster," jerking a long wire out of his mill. "The Santa Fe's lost a mile of their main line in some little dry creek and they're detouring us only seven Elk specials."

The Great Stone Face perused the wire, looking colder every second. He glanced at the official timepiece on the wall and barked at the callboy.

"Go call McManus and tell him to get more carmen on the job. I'm using every regular carman on melon trains, and if that master carbuilder doesn't scare up a crew to ice and water the Elks, they'll be a dry bunch when they hit the Pacific Ocean."

Then he turned to "Dink" Dudley, the engine foreman. "Dudley, pull all private cars off that old coach track behind the trainmaster's office and shove 'em down that rock quarry spur. We need room for that flock of specials without interfering with melon trains."

"There ain't no water on that track," Dudley argued, "and it's so dark down there that the super couldn't see how to wake up in the mornin'."

"I don't give a damn if he never wakes up," Steele replied savagely. "We're not running a summer resort. We're trying to railroad with the most misbegotten bunch of misfits that ever padded a payroll."

WELL, sir, it seemed to be a thousand in the shade, more or less, when the first melon train dragged in with two boxes blazing, twenty cars back and about that distance apart. They couldn't run 'em, so you can figure what that meant.

This was the first melon train to use more than thirty minutes in the yard since Steele came on the job, and I hate to recall how he rode everybody in Yucca that night.

Of course, the dispatchers were having fits, with open telegraph offices twenty to thirty miles apart. There were telephone booths at every siding, but the old main-line crews considered them only as places to get in out of the rain, so they weren't often used.

Westbound reefer drags were almost as thick as the Pullmans, which didn't help matters any. Special instructions were in effect during the melon season giving the yardmaster authority to say when he could take the empty drags, or whether they should be stored in some passing track up the line.

Steele didn't take any empty reefers that night. We learned afterward that there were only two clear passing tracks in forty miles coming into Yucca.

Along about three bells, Pullmans began to roll in. The Great Stone Face was doing his stuff with the melons while Jimmy Deal in person was down there helping to ice and water the Elks. Of course, somebody was getting stabbed, with all that flock of trains on a single track. But the situation wasn't at all bad when Steele started back to the caboose of the last melon train to see what was holding up the highball.

About halfway back, passing a zulu car that had arrived in an eastbound drag earlier in the night, he heard a baby crying. He stopped and listened, trying to locate the sound. Then he went to the open door of the boxcar and asked what was going on.

A thin, sickly-looking woman came to the door, holding the crying baby in her arms. She was dressed in rags and looked like she hadn't been eating too regularly. Scared, too. Seems that she knew the SW&P rule that a man couldn't take his whole family, along with the cows and chickens, in a zulu car, but her man was sick—too sick to get up from the dirty blanket spread on some dusty hay.

"Mister, don't tell any of them railroad officers," she began in a trembling voice. "We've been stopped here in this terrible heat so long, I just couldn't keep the children quiet. Cal's been poorly ever since we went to Californy, an' this awful heat has got him into a fever."

Steele jumped up into the car and looked around. Besides the man, two children, little more than babies, were lying on the dusty hay, their tiny faces drawn and very thin. One had cried himself to sleep. The other, a fair-haired girl, was whimpering.

"How long since you had anything to eat?" Steele asked roughly.

"Well, we had a bite before we started from Orangeville yesterday," said the woman. "We brought along a few sandwiches, which we had for supper last night. We 'lowed we'd be in El Paso by noon today. Cal's brother has a little ranch near there an' we're gonna rent it. We had us a nice little farm

back in eastern Texas, but Cal wanted to raise oranges an' live where it's springtime all the year an' the orange trees make a livin' for you while you sprawl in a hammock. That's the way he had it figured out."

The skinny woman stopped to quiet the baby for a moment. Steele took the opportunity to curse Cal silently. Then the woman went on in a listless voice:

"We sold our little farm last fall an' put every cent in a small patch of oranges out here. This season was 'most a complete failure an' we had to give it up. Then we got a chance to go to Cal's brother. We'll be all right when we get there—but we've got just a few dimes left to feed us on the way."

The yardmaster blew his nose vigorously. He seemed to have forgotten all about the melon train.

"Well, ma'm," he said, "you've had tough luck. I'll run across the street and get the babies a bottle of cold milk, and then I'll see if we can't get your car coupled onto the next train."

There was a telephone in a car shanty at the north side of the yards. The Great Stone Face didn't stop at the locked door. He just kicked the door off its hinges and called up the top end.

"Hallo, top end—that you, Maxwell? This is Steele. Don't let this melon train out till you hear from me again. I gotta car of rush California produce for it."

In a few minutes he came hurrying across the dark street with a huge market basket on his arm. Besides a dozen bottles of cold milk, it contained a pound or two of butter, half-dozen loaves of bread, cans and jars of stuff, and grapes and apples in paper sacks. Even some cantaloupes. He threw the stuff in the car door, telling the surprised woman to keep out of sight. Then he beat it for the yard office.

At least, that's what happened as I got it from a car hand, Francisco.

Mike Branson, on the line desk, was off sick again that night and I doubled for him again. I was just snapping a rubber band around the melon train waybills when Steele barged over to my desk with a telegram.

"Stick this on the waybill for GH 34483, zulu for El Paso. We're giving it to this melon train."

And right then, let me add, there was as near a smile as I ever expected to see on the Great Stone Face. You could have pushed me over with a feather. Here was old "Railroad or ramble" slipping me a phony telegram. I'd seen him typing it himself with two big clumsy fingers. And he didn't forget to make a carbon copy for our yard file. Protecting us, you see.

The wire, worded as proper as any that ever came out of the superintendent's office, said in effect that all concerned should not fail to give the GH car special handling to expedite movement, forwarding it on melon train if necessary to avoid delay. With that telegram sticking on the waybill, the zulu would make passenger-train time all the way to El Paso.

Steele then rushed over to help cut in the zulu, and when the melons finally got under way they were just thirty minutes late on the call.

The dispatcher kept that operator busy for the next ten minutes trying to get something out of him about the delay to the melons, but still Steele didn't show up. While waiting for him, we discussed the possible cause for his queer actions and the consequent delay to the melons—though I didn't utter a word about the telegram.

"I'd say he was going the *tequila* route," opined the op, "but you can smell that stuff a train-length on a night like this. He hasn't been drinking. Maybe the heat's got him."

Then Preston, the yard bull, came in. The left side of his face was bloody and there was a bad cut across his cheek bone.

"Where's Steele?" he inquired.

Nobody knew. Then he gave us what later proved to be our only clew as to the manner of the yardmaster's going.

"Somebody hid out there in the coach shed to ride the blinds on that last special. He made it, too, though I gave him a good rap with my club when he kicked me in the face to keep me from pulling him off. It was dark where he got on, but when they passed a light shining between some cars, I'd have sworn that the man was Steele."

Then, after filing a telegram to the next officer west to look out for the hobo on the special, the cinder dick went out.

And that's about all. We never heard from Steele again. The operator put two and two together. Surmising what had happened, he didn't bother to send Preston's message but quietly burned it. The Great Stone Face knew he'd flagrantly violated SW&P rules when he failed to report the extra passengers in the zulu car and in forging a telegram. "Railroad or ramble," he had said. Well, this time he hadn't railroaded; so there was only one thing left to do—and he rambled. ●

This Train Came Through a Blizzard

March 5, 1966: Northern Pacific's 4-12 (engines 551, 263, 260) arrive at St. Paul Union Depot 6½ hours late.

James M. Dermott, now an Iowa college faculty, makes full-color paintings for the Yuletide cards of Railway Classics.

HOBBY CLUB

Conducted by Sy Reich

BECAUSE railroad Christmas cards are usually scarce items, "Gus" Swanberg and "Spike" Brown went into the business of producing such cards in 1964 under the trade name Swanboro Publications and selling by direct mail. Now they have 34 different railroad subjects. Each one is a beautifully detailed line drawing of a steam train in a picturesque setting, done by a professional artist and printed on cream-colored stock, with a season's greeting on the inside fold. **Days, Christmas at the Junction, Narrow Gauge, Big Steam,** etc. In addition, Swanboro's 1966 catalog lists 8 silk-screened prints, 11x15″, suitable for framing, which show such nostalgic subjects as a Southern Pacific train crew handing down packages of Yuletide cheer to a station agent and his family at an isolated spot in the Cascades, and children waving at a C&EI train steaming across a trestle. Also railroad-theme stationery and 6 different ceramic coffee mugs adorned with locomotive pictures in 5 colors. An illustrated catalog is available at 25¢ from Swanboro Publications, 1117 N. 40th St., Seattle, Wash. 98103 or 3941 W. 37th Avenue, Vancouver 13, B.C., Canada.

Sy Reich

Another source of nostalgic railroad Christmas cards and large prints suitable for framing—all of these lithographed in full color—is Railway Classics, 102 Cherry St., Janesville, Wis., which will send you a complete catalog in color for 50 cents.

On the Steam Trail

Union Pacific's last active steamer was busy last summer, reports Chester Horton, P.O. Box 225, Bremerton, Wash. 98310. On July 27th she left Cheyenne, Wyo., as Extra West X8444 for Green River, Wyo. Then she wheeled freight cars to Pocatello and Nampa, Idaho. She lay idle until August 6th before proceeding to Boise with 13 cars. At Boise 500 passengers boarded the train for a steam ride to Huntington, Ore., after which the engine returned to Boise.

Next day, Extra West X8444 trundled a freight consist from Nampa to

Huntington, took on water, and rolled out with 70 freight cars for LaGrande, Ore., where she again took a drink. On August 8th she went to Hinkle, Ore., then to The Dalles and Portland, completing the longest American run of an active steamer on a Class 1 railroad in several years, a total of more than 1,200 miles. Chester has both b&w and color shots of this run.

Eight of the Union Pacific's 25 "Big Boys" are still around, according to Lester Harlow, 5565 Columbia Pike, Arlington, Va. 22204, but are scattered from New England to the Pacific Coast. This is a 32 percent retention figure, a record achieved by no other class lot of locomotives.

"All but one," he says, "could be put back into service, if desired, within a reasonably short time. I recently visited five of them. Here is the complete list: Nos. 4004 and 4023 are in Cheyenne, Wyo.; 4005 is on UP property at Green River, Wyo.; 4006 is at the National Museum of Transport in St. Louis; 4012 is at Steamtown, USA, Bellows Falls, Vt.; 4014 stands on the Los Angeles County Fair grounds at Pomona, Calif.; 4017 is in the National Railroad Museum at Green Bay, Wis., and 4018 adorns the Texas State Fair grounds at Dallas.

"Vandals damaged the 4018 by cutting her piston rods to make them easier to remove, and cut a drawbar. The other seven Big Boys are in good condition; all had been kept in regular service until they were retired. So cheer up; eight giants remain—six on view."

Speaking of Big Boys reminds John W. Gay, 1881 MacArthur St., San Pedro, Calif., of the 1949 blizzard on the Union Pacific's Wyoming Division. On New Year's Day the storm raged across eastern Wyoming and the next day two streamlined passenger trains, the *City of San Francisco* and *City of Los Angeles*, were snowbound in Hillsdale, about 40 miles east of Cheyenne. A work train powered by two 4000's was sent from Cheyenne to dig them out. When they reached Hillsdale, both engines were low on water, and the storm had knocked out the pumping station.

The work-train crew chain-lined snow in tow sacks into the tender tanks of the locomotives. After stripping the bell-housing off of a 40-horsepower 440-volt pump motor, they used the commutator as a pulley and, with the aid of a local farmer's tractor, pumped water into the tanks.

John comments, "That's the only such case I have ever known."

Back in 1941, after buying 10 new Pacifics and 18 Mountain types, the Boston & Maine conducted a contest among students and other people to name each of those engines. Each name chosen, together with that of the person who submitted it and the school he or she attended (if a student), was cast in bronze plates and affixed to each running board.

"So far as I know, only two sets of those plates are still extant," reports Jim Crimmins, Exeter, N.H. "One set was bought by the father of the student who named the engine. The other set went to Edaville Museum at South Carver, Mass."

The two steam engines of the Pinafore Park Narrow Gauge, as described in Leslie N. Falle's article, "Canadian Steam Shortline" (Sept. issue), were built in 1926 by Montreal Locomotive works for Canadian Gypsum Co., which resold them to Lake of Bays Railway. The smaller engine's construction number was 66948; the other's, 67167. Gauge is 42" and the rail, weighing 56 lbs. per yard, was imported from England. The larger engine took three years to overhaul, is painted green and yellow. This info. comes from the author, 785 Strand St., London, Ont., Canada.

Besides getting the E. J. Lavino Com-

Grand Trunk's first standard-gage engine, built in 1872, pictured at a depot in eastern Canada, has been preserved as part of Canadian National's museum train. This is one of many pen-and-ink drawings used on Christmas cards available from Swanboro Publications. Each is 7¼x5½"; descriptive information printed inside.

There were relatively few quiet moments in the Union Pacific roundhouse at Pocatello early in 1929, on the eve of the big Depression. (Photo from new book, *Smoke Down the Canyons*, which was reviewed in this magazine's November issue.)

pany's 10-spot to operate at Perris, Calif., Bill was responsible for the donation of Mojave Northern's 3-spot to his organization, the Pacific Southwest Railroad Museum. This information comes from Bill Garner, 2745 Fremontia Dr., San Bernardino, Calif. 92404. Bill is chairman of the Steam Locomotive Committee of the California Southern Railroad Museum, Inc., that leases the right-of-way on which Orange Empire is laying track on a sub-lease.

"For six years," he writes, "we had been trying to get one or more of the Mojave Northern engines and were always told that they were still in standby service but that we'd be given consideration. Upon learning that No. 3 had been donated, we went after No. 2, which was then given to us by Southwestern Portland Cement Co., owners of the MN Railroad. Each is a Davenport 0-6-OT with 47" drivers, 17x24" cylinders, and 190 lbs. steam pressure, weighing about 46 tons. The Santa Fe moved them in a train July 30th. I messengered them over Cajon Pass.

"Members of PSRMA, OETM, and SCRM met at Perris. Using Orange Empire's 'jump' track (3 sections), a crane, and a winch truck we moved the engines over a half-mile from the end of Santa Fe rails to the beginning of Orange Empire's trackage. Then our Sacramento Northern freight motor pulled the engines down to the property. We are now cleaning and working them over for future service."

We'd like to complete Elliott Kahn's list of railroads which built new steam locomotives from all new parts, some of which they bought from commercial builders. Elliott, who lives at 75-48 183rd St., Flushing, N.Y. 11366, has started such a list as follows:

Among railroad gadgets available for Christmas gifts is an Iron Horse Hi-intensity Lamp, made by Swank, Inc., 90 Park Avenue, New York City, and on sale at various specialty shops.

Ancient steepled depot at New Hope, Pa., has been restored and reopened by the steam-powered New Hope & Ivyland Railroad, a 7-mile freight and passenger line.
Photograph by G. Bailey, New Hope, Pa.

Southern Pacific (also predecessors Central Pacific and Galveston, Houston & Harrisburg and Morgan's Louisiana & Texas); Cotton Belt; Frisco Lines; Illinois Central; New York Central; Pennsylvania; Norfolk & Western; Canadian Pacific; Great Northern; Pittsburgh & Lake Erie; Santa Fe; Texas & Pacific; Rock Island; Burlington; Philadelphia & Reading; Baltimore & Ohio; Louisville & Nashville; Jersey Central; Delaware & Hudson; Union Pacific; and Chicago, Indianapolis & Louisville. Who can add to this list?

All of these also rebuilt old units, some even with different wheel arrangements. The latter was done also by some roads which are not credited with building new locomotives. For example, the Lackawanna; Lehigh Valley; Wabash; Western of Alabama; Georgia; Chesapeake & Ohio; Missouri Pacific; Intercolonial; Great Northern; Katy; Kansas City Southern; and Texas & New Orleans.

A landslide halted two steam trains carrying 940 passengers on the Rio Grande's narrow-gage line last August. The slide, 175 feet long and about 18 feet deep, was discovered by a patrol car about four miles south of the old mining town of Silverton. The motorized car runs in advance of the trains to watch for fallen rocks and slides.

To set the record straight, Alfred Luedtke, 217 Iriquois St., Fayetteville, N.C., says the Rockton & Rion has seven steamers. Nos. 19 and 31 are ex-Woodeard slide-valved 2-8-2's, in service daily. No. 712 is a 2-8-0 of Southern parentage, currently being re-flued. Nos. 1 and 4 are saddle-tank 0-4-0's, working around the quarry. Those five are active and kept in good mechanical condition. Stored in the building are an 0-4-0 saddle-tanker (Alco, 1904) with rather large drivers; also a small narrow-gage gasoline engine, a rusty 2-8-0 (Baldwin, 1925) with a few parts missing, and an extra tender. R&R operates on a 5-day weekly basis, mostly in the mornings. Active steamers stored outside the shops on week-ends are easily photographed.

Reports still come in on old steam-engine water towers still standing. "I passed one recently in Chicago on the left side of the Illinois Central's electric train I was riding to 57th Street," writes Fred Smith, West Orange, N.J. "There's also a water tower at the Whippany, N.J., depot of the Morristown & Erie, which is used week-ends by the steam loco of Morris County Central, a railfan outfit."

Still another one stands at a Muskogee, Okla., passenger station. It served diesels until last winter, when it froze up, according to Avery F. Von Blon, 1208 Locust St., Muskogee, who wants to hear from readers living within 200 miles of his home and from anyone interested in railroading in his area.

Setouts and Pickups

Highlight of the Labor Day week-end was the annual convention of the National Railway Historical Society at Richmond, Va., with more than 700 persons taking part in its six days of fantrips, four trips involving steam power, and conducting the Society's business affairs. The Old Dominion Chapter of Richmond was host. *Railroad Magazine* was represented by Arthur T. Knowles, assistant editor, member of NRHS. (See page 21.)

The board of directors granted four new charters, giving NRHS a total of 67 chapters. The new ones are Cornhusker Chapter, Lincoln, Neb.; Hawk Mountain, Kempton, Pa.; Muscle Shoals, Tuscumbia, Ala., and Sierra Nevada, Reno, Nevada. Chapter officers and national officials participated in the Society's first national workshops on public relations as well as the operation and maintenance of chapter-owned rolling stock. Future NRHS conventions: 1967 at Albany, N.Y., and 1968 at Baltimore, Md.

Welcome to a new magazine! We have just received a copy of Vol. 1, No. 1, of Nickel Plate Road Historical & Technical Society's *Newsletter,* 8 mimeographed pages, illustrated, edited by J. Anthony Koester, P.O. Box 633, Lafayette, Ind. 47902. It is distributed free to all NKPHTS members. Membership fee, including 1967 dues, is $3.

Old pictures and other Maine Central material are wanted by the *Messenger,* MC house organ, Portland, Maine, for use in preparing historical articles.

A 1967 calendar featuring Santa Fe locomotives and trains is being offered by Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023. Printed in two colors on high-quality stock, it opens to 10x17" and will be mailed out at the end of this year. $1.95 postpaid, $1.55 each for 3 or more.

"Hill Air Force Base is located near Ogden, Utah; not Hill, Wash., as someone stated in your October issue," writes Leoroy Huntington, captain, USAF, 1308 Dunstan Rd., Pasadena, Texas 77502. "Other air materiel area (AMA) bases likewise have railroads of their own. The railroad at Kelly Air Force Base (Headquarters, San Antonio AMA) at San Antonio, Texas, is worked by 3 engines and connects with SP and Missouri Pacific."

New Mexico Railroader, a 12-page illustrated quarterly newsletter, mostly historical, is published by the Railroad Club of New Mexico, Inc., reports Joseph Hereford, Jr., secretary, 7800 Pickard Ave., N.E., Albuquerque, N.M. Club membership fee $4, subscription to the magazine $2 a year.

"As one who likes passenger trains," writes A. Cossigny, Long Mountain, Mauritius, East Africa, "I would appreciate receiving literature and information about North American railways such as magazines, maps, timetables, tourist booklets, and the like."

Info. on the old N.Y. & Penna. RR. is wanted by Joe Rumsey, 360 Rutherford Blvd., Clifton, N.J.

A 22-page booklet, 6½x8¼", entitled *Transport in the Grand Duchy of Luxembourg,* tells the history and present status of Luxembourg's railways in text matter, photos, and maps; also its city transit lines (horse trams, trolleys, buses). This booklet may be bought for 5 shillings 6 pence from Quail Map Co., 38 High St., Ide, Exeter, Devon, England.

R. H. Austin, 11622 Falconhill Drive, Whittier, Calif. 90640

No. 27, Virginia & Truckee's last custom-built locomotive (Baldwin, 1913), is rusting her heart out at Carson City airport, minus bell, headlight, and pilot.

For sale: steam loco, 30" gage, boiler Scotch marine, water-tested to 225 pounds, steam pressure 100, reversing throttle air brake valve, plus 500 ft. of 12-lb. rail. For information write L. J. Storey, California, Missouri.

Old Depot Is Reopened

An antique station at New Hope, Pa., has been restored by the New Hope & Ivyland Railroad, which reopened it September 15th, exactly 76 years from the day original plans for the structure were completed. For the first time in many years, tickets passed through the quaint iron-caged window. An hour later, a 55-year-old steam engine with 3 coaches left the station on a scheduled 14-mile round trip to Buckingham Valley.

The wooden depot gleams with fresh coats of dark brown and yellow paint, as it did long ago, and its interior has been restored in accordance with the 1890 plans. Main feature is the "witch's cap" steeple, 22 feet high, with a cupola below; but the antique weathervane which used to surmount its top is missing. The ticket office, two waiting rooms, and baggage room today look pretty much as they did when Grover Cleveland was President. Irvin P. Woolsey of Forest Grove, Pa., who supervised the restoration, remade the ticket office to exact specifications, even down to the paneling. In the course of his work he found the original window cages and other fittings. Ticket-office facilities from the Philadelphia & Reading's old Newtown station, built in 1888, replace missing items.

The depot was opened initially March 29, 1891, when the first scheduled passenger run of the North East Pennsylvania Railroad (leased by P&R) puffed into New Hope from Philadelphia, 37 miles to the south. Years later, the famous train-rescue scene in the movie serial, *The Perils of Pauline,* was

filmed only 200 yards from that station.

Then came bad times. Reading passenger service to New Hope ended in 1952. For years the "gingerbready" station stood unused, its paint peeling and woodwork slowly rotting. At length the New Hope Historical Society raised funds to save the ancient building and they leased it to the newly-formed NH&I. The latter began hauling freight with diesel power June 20th and initiated steam passenger service Aug. 6th. We wish them good luck.

Museum Activities

F. Norman Clark, president of Roaring Camp, Inc., announces plans for a mammoth recreational facility to be built around the steam-powered narrow-gage Roaring Camp & Big Trees Railway. The pioneer 1848-'88 period of California will be re-created on the 179-acre Big Trees Ranch in Felton, Calif., at an estimated cost of $5 million. This ranch, which boasts 1,000 giant redwoods, has been visited over the years by many celebrities, including two Presidents of the U.S., Benjamin Harrison and Theodore Roosevelt. They traveled via the South Pacific Coast narrow-gage, built in 1880 south from the San Francisco area to Santa Cruz. Completion of the new project will take years, but major units of it will be opened next spring. Guests with reservations for one of the many projected new buildings, the Northwoods Inn on Graham Hill 500 feet above the village of Roaring Camp, will reach their accommodations via a 2½-mile ride over the RC&BT.

What progress, if any, has been made in rebuilding the fabulous Virginia & Truckee Railroad? This question is answered as follows by Peter I. Roehm, director of research and public relations, Nevada State Heritage Association, Carson City, Nevada 89701:

"The state inspector has condemned our 0-6-OT, No. 202, but we have acquired a Plymouth gasoline loco, originally in service on the Clover Valley Lumber Co. line out of Loyalton, Calif., but we don't know how to bring her to Carson City. We are working on plans for a museum at Mound House, old site of the Carson & Colorado and V&T depot, and we plan to use the original roadbed for part of our track. Thanks to *Railroad Magazine*, we have signed up several new members."

One of the few remaining privately-owned observation cars—regarded as the ultimate in personal and corporate splendor over half a century ago—will soon bring back the golden days to visitors at the Wanamaker, Kempton & Southern Rail Road Museum Train, in Kempton, Pa. Built in 1914 by Harlan & Hollingsworth of Wilmington, Dela., for the Jersey Central, this car was in danger of being scrapped when the museum's secretary, Lawrence Connell, started it on the road to restoration so it could join the other antique rolling stock at Kempton. It is being painted royal purple with gold lettering and will have a sign, lighted at night, placed on its bronze platform railing.

A railroad museum is projected for the Twin Cities area, to be called the Minnesota Transportation Museum, supervised by the Minnesota Historical Society and backed by the Minnesota Railfans Association. They already have two full-size steam locomotives, a business car, a caboose, a trolley, the oldest railroad station in the state, and a lot of miscellaneous railroadiana. Donations are needed—cash, equipment, photos, or what-have-you. Send them to George Isaac, 682 Sextant Ave. W, St. Paul, Minn.

British Rail Tour?

If North Americans show sufficient interest, a tour of British Railways may be arranged for 1967, including rides behind steam, diesel, and electric locomotives. After '67 it is unlikely that main-line steam power will be available there for fantrips. The proposed tour includes rail lines in England and Scotland, visits to railway museums, locomotive works, and the London Underground, plus evening lectures, with movies and slides, on locomotive practices in Britain and continental Europe.

Comments on this subject may be sent to Thomas T. Taber of the Railroadians of America, Inc., 43 Hillcrest Rd., Madison, N.J. 07940. Tell him if you prefer 14 or 21 days. Of course, at group rates, costs will be kept to a minimum. ●

Collection of Bill Jernstrom, 822 Pelham Drive, Fort Wayne, Indiana 46802

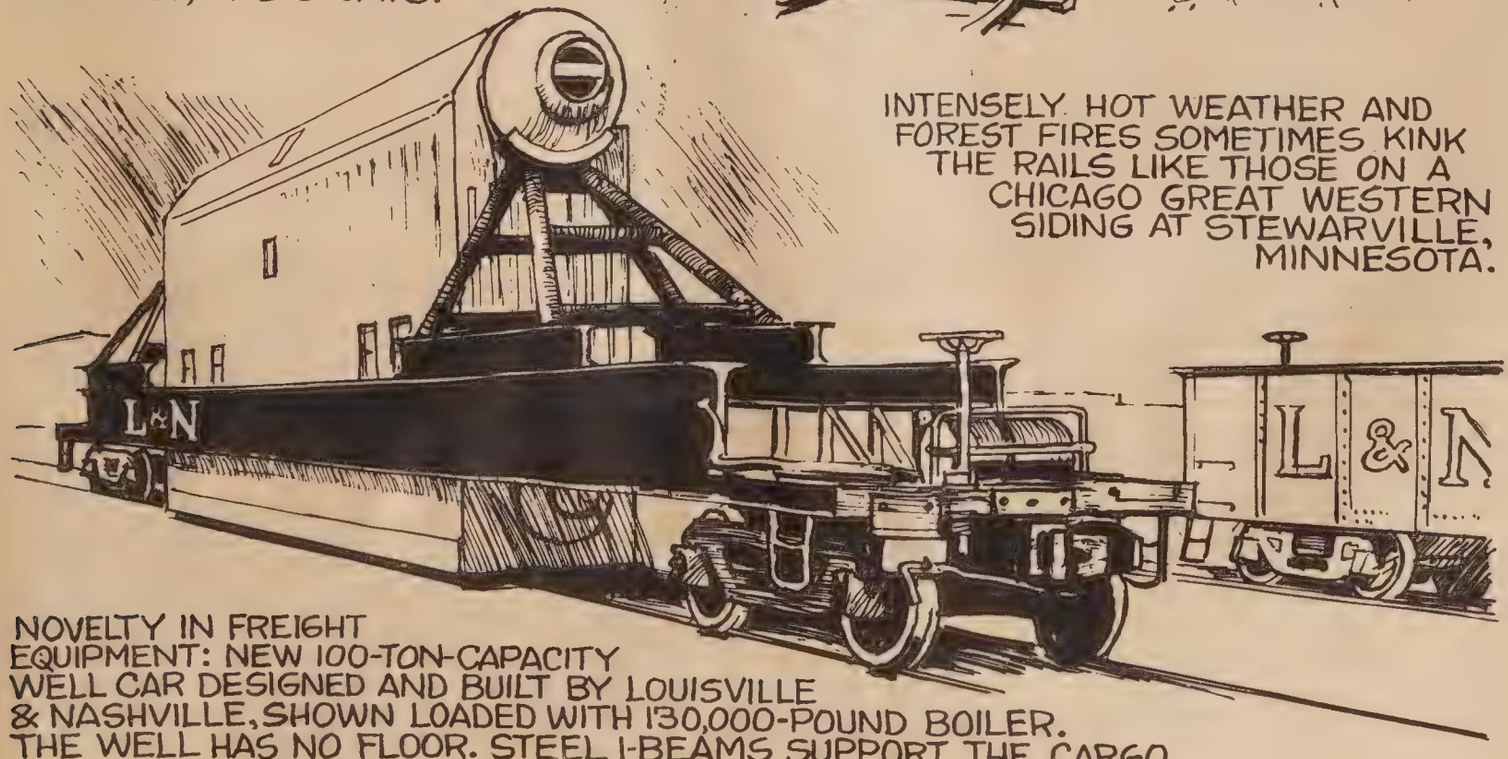
Built 1889 by Pittsburgh Loco. Works, construction No. 1067, this B&O H-5 had 18x24″ cylinders and 60″ driving wheels.

ALONG THE IRON PIKE

by Joe Easley

WHO CAN TELL US THE HISTORY OF THIS NORTH CAROLINA HORSECAR LINE OF LONG AGO? "BARBER POLE" ON THE HORIZON IS, OR WAS, CAPE HATTERAS LIGHTHOUSE.

HAROLD FORD AND HIS WIFE RODE IN PRESENT-DAY "ZULU" CAR FROM MONTANA TO MAINE WITH THEIR HOUSEHOLD GOODS, TRACTOR, PICKUP TRUCK, TRAILER, 16 BALES OF HAY, 20 SHEEP, AND 5 CATS.



INTENSELY HOT WEATHER AND FOREST FIRES SOMETIMES KINK THE RAILS LIKE THOSE ON A CHICAGO GREAT WESTERN SIDING AT STEWARVILLE, MINNESOTA.

NOVELTY IN FREIGHT EQUIPMENT: NEW 100-TON-CAPACITY WELL CAR DESIGNED AND BUILT BY LOUISVILLE & NASHVILLE, SHOWN LOADED WITH 130,000-POUND BOILER. THE WELL HAS NO FLOOR. STEEL I-BEAMS SUPPORT THE CARGO.

Books of the Rails

***Jane's* WORLD RAILWAYS, 9th edition, compiled and edited by Henry Sampson, 479 pages, 8½x12½", illustrated with photographs and maps, indexed, published simultaneously in England by Sampson Low, Marston & Co. Ltd, and in North America by McGraw-Hill Book Co., 330 Progress Ave., Scarborough, Ont., Canada, and 330 W. 42nd St., New York, N.Y. 10036, $45.**

Subtitled *A World-Wide Survey of Railway Operation and Equipment,* this great volume is impressive any way you look at it. The page size is substantially larger than that of *Railroad Magazine,* the weight exceeds five pounds, the paper is fine-coated stock, the engravings are good and the binding is durable and attractive. But the contents really make the book valuable. Here you can quickly find the latest railroad data.

Each individual section is arranged in alphabetical order for Europe, North America, South America, Africa, Asia, and Australasia. The first 144 pages comprise the tabular section, giving under 32 headings the basic data on 1,426 railroads in 116 countries. This reference material answers countless numbers of questions.

Next section, 297 pages, covers recent activities and progress, with maps and tables, of major rail lines in each country plus illustrated paragraphs on each major builder of locomotives and/or rolling stock.

Here we learn, for example, that full-size steam locomotives are still being built in India, England, Scotland, France, Germany, Italy, Spain, and Japan, while in the United States replacement parts for Baldwin steam locomotives are being made and sold today by Baldwin-Lima-Hamilton. The book tells which companies are now producing steam power, and where. This may surprise many readers. Operators of tourist-attraction shortlines who own Baldwin steamers will not have to switch to diesels nor go out of business if their engines break down.

The magnitude and scope of the information to be found in the 479 large pages of *Jane's World Railways* is hard to grasp until you actually see the book and look through it. Take the passenger business, for instance.

"During the past two decades in most industrial countries," the foreword states, "the number of passengers traveling by rail has shown a steady decrease each year . . . However, the provision of new equipment and facilities for faster and more comfortable travel appears to be having the desired effect, in certain countries, of reversing the trend. France is a case in point. Long-distance travel (excluding the Paris suburban lines) reached its lowest level in 1954, with 228 millon passengers and 22,800 million passenger-kms. In 1965 the corresponding figures were 259 million passengers and 32,700 million passenger-kms."

Considering what such nations as France have done, there is hope that even America some day may reverse its trend of rail passenger traffic.

The book also gives details of 45 cities in 22 countries with rail rapid transit facilities either in operation, under construction, or at an advanced stage of planning. These cities are:

Atlanta, Boston, Chicago, Cleveland, Los Angeles, New York, Philadelphia, San Francisco, and Washington, all in the U.S.A., and Montreal and Toronto in Canada.

Also Vienna, Brussels, Copenhagen, Paris, Berlin, Frankfort, Hamburg, Buenos Aires, Athens, Melbourne, Sydney, Budapest, Milan, Naples, Rome, Rotterdam, Oslo, Warsaw, Lisbon, Barcelona, Madrid, Stockholm, London, Glasgow, Liverpool.

Also Baku, Kiev, Leningrad, Moscow, and Tbilisi, all in the Soviet Union; and Kyoto, Nagoya, Osaka, and Tokyo, all in Japan, and Haifa in Israel.

MEGALOPOLIS UNBOUND: *The Supercity and Transportation of Tomorrow* by Claiborne Pell, 233 pages, 5¼x8¼", illustrated with maps and photos, bibliography, indexed, Frederick A. Praeger, 111 4th Ave., New York, N.Y. 10003, $5.95.

This timely book by a rail-minded Rhode Island Senator could well have been titled *The Great Traffic Jam—and How To Solve It.* "Megalopolis" is, of course, America's urban area, literally "giant-sized city." Although covering only 1.4 percent of the land, it is occupied by 20 percent of the nation's population and, according to Max Lerner, is "growing so fast that it threatens to strangle itself." In a bold move to head off strangulation, Senator Pell sponsored the widely-discussed 1962 plan which led to the $90 million High-Speed Ground Transportation Act of 1965.

His book proposes that we make better use of our railroads. One set of tracks could do the job of up to 20 highway lanes. Trains cannot replace airplanes nor motor vehicles but they could siphon off much traffic on relatively short intercity trips. Pell urges that rail passenger service be modernized and improved, not downgraded. He also calls for more initiative and action at the Federal level. *Meagalopolis Unbound* shows such clear thinking and is so important that it should be put on the required reading lists of high schools, "tech" schools, and colleges.

THE RAILROAD IN ALASKA. 2nd section, 1914-'64, by Bernadine LeMay Prince, 1092 pages, 7x10½", 2,000 illustrations, including full-color frontispiece, much text matter, Ken Wray's Print Shop, Inc., 125 E. Fireweed Lane, Anchorage, Alaska. There are 2 sections (2 separate volumes); 2-volume set $35.

Costing but a tiny fraction of the price of a trip to our 50th state and, for steam fans, a lot more exciting is this 50-year tour of the Alaska Railroad via 1,000-plus big pages of a book weighing 4¼ pounds, in addition to the 3½ pound, 466-page first section. All in all, 7¾ pounds and 1,558 pages.

Our tour director, Bernadine Prince, has spent 17 years with the ARR, working under seven general managers. As editor of its house organ, *The Railbelt Reporter,* she is a close observer of ARR history and eager to preserve it. Her new volume is a second section; we reviewed the first one last July. The two cover the ARR pictorially in a way that relatively few railroads have been covered, and text matter tells the story in words.

Included are many pictures of President Warren G. Harding's last journey, on which he inspected Alaska, hammered down a golden spike, and even drove a steam locomotive, using gauntlets that his widow later presented to the regular engineer. There are dramatic shots of special trains, trackside graves, snowslides, fires, floods, and train wrecks, including the only head-on collision in ARR history—between engines 901 and 533 thirteen years ago. There's a portrait of Alaska's first and only woman telegrapher, now retired. Also a picture of men pushing a dinky steam locomotive by muscular power in order to start her trial run. Animal lovers will enjoy the views of Alaska wildlife.

Also shown are employes' timetables, equipment registers, locomotive rosters, and an old ticket, valued at 33½ cents "good for one meal at any Mess House on Division where issued." All in all, the two huge volumes constitute a treasure house of Alaska history and lore. We found them both immensely interesting.

Coming soon: second edition of this monumental work, *The Railroads in Alaska,* also in two sections. Prior to publication date, Feb. 1, price for the two-volume set of the second edition will be $25. After that date the 1967-dated set will cost $30.

GREAT WESTERN COACHES: 1890-1954, by Michael Harris, 160 pages, 7¼x9¾", illustrated with photos and diagrams, indexed, David Charles Ltd., Great Britain, distributed by Taplinger Publishing Co., Inc., 29 E. 10th St., New York, N.Y. 10003, $10.30.

The GWR was British. "Many people had as much affection for the Great Western's chocolate-and-cream coaches

--Earn To $15 An Hour, Full or Spare Time--

INVESTIGATE ACCIDENTS

CAR FURNISHED **EXPENSES PAID**

NO prior experience needed. Only average education required.

YOU PERFORM A REAL SERVICE

WHILE ENJOYING A BIG-PAY CAREER

As an Accident Investigation specialist you will (1) INVESTIGATE FACTS and (2) DISTRIBUTE MONEY as the representative of wealthy organizations.

No other business offers you greater opportunities. Here's why: The huge, rapidly expanding Accident Investigation field right now distributes more money than any other service industry. And it's growing *fast.* Over 200 MILLION ACCIDENTS must be investigated this year for Insurance Companies, Airlines, Steamship Lines, and Government Offices.

KEEP PRESENT JOB UNTIL READY TO SWITCH

Already hundreds of men we have trained are earning thousands of dollars extra each month. Joe Miller earned $14,768 his first year. A. J. Allen earned over $2,000 in ten weeks. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business . . . Universal's course is wonderful."

FREE EMPLOYMENT HELP GIVEN

Firms needing men from coast-to-coast, in Canada and overseas, call upon Universal. *We place far more men in this booming field than any other individual, company or school.* Write today. Let me show you how easy it is for you to get into this exciting new career in just a matter of weeks. No obligation. No salesman will call.

Mail Now for FREE BOOK

M. O. Wilson, Dept. AM-11
Universal Schools,
6801 Hillcrest, Dallas, Texas 75205

Please rush me your FREE BOOK on Big Money In The Booming Accident Investigation Field. I will be under no obligation — and no salesman will call upon me.

Name .....

Address .....

City ..... State ..... Zip Code .....

as for its green locomotives with their gleaming brasswork," Harris writes. "Certainly the coaches were just as distinctive as the locomotives . . . Their history is also that of travel to and from the holiday resorts, the ports and the country towns on the GWR system." His book includes full technical details on coach construction, bogie designs, lighting, heating, etc. Illustrations are excellent. We were intrigued by one showing a proposed "Automat" (slot-machine) buffet car—a type never used overseas, so far as we know, but adopted not long ago on a few American roads, including the New York Central.

PASSENGER EQUIPMENT DIAGRAMS: *New York Central System*, 111 pages, 10x4", edited and published by Alvin F. Staufer. Rte. 4, Box 145, Medina, Ohio 44256, $4.

Here is the 22nd railroad publication of Al Staufer, who was No. 25 in our *Interesting Railfans* series. Each page is a mechanical line drawing taken from an official NYC print, with pertinent data. Cars shown are representative of those the road owned from 1890 to 1946. Useful for historians, modelbuilders, and NYC fans. Al will send an illustrated catalog of his other publications free on request.

ALONG THE IRON TRAIL, by Frederick H. Richardson and F. Nelson Blount, 2nd edition, 238 pages, 6x9", paperbacked, illustrated, published by Steamtown, U.S.A., Box 71, Bellows Falls, Vt. 05101. Hard cover $5.25, paperbacked $4.25.

Fred and Nelson wrote the book in 1938 when they were 20 and 19 years old respectively. Beginning with the earliest days of railroading, they covered such topics as development of motive power, trains, safety, competition, sandhouse talk and boomer tales. and railroading as a hobby. "Perhaps the most important source of our material was *Railroad Magazine*," they wrote. "This magazine is by far the most widely circulated publication devoted to the interests of railroad enthusiasts, and deserves their whole-hearted support." The book's title was adapted from Joe Easley's long-standing picture page, *Along the Iron Pike.* Many of the 250-plus illustrations are credited to "Railroad Photographs," the original trade name of H.W. Pontin's Rail Photo Service. (Pontin later became No. 24 in our series of *Interesting Railfans.*)

Along the Iron Trail in paperback form includes all the original hard-cover edition plus a beautiful color-shot on the cover and an "Epilogue" by Donald S. Robinson which updates the personalities and railroad interests of the two authors. Fred Richardson and Nelson Blount today are close friends and railfans as well as business associates. Neither one liked diesels when they wrote the book 28 years ago and they still don't. Robinson doesn't either, commenting, "That makes three of us."

"Epilogue" tells the fascinating story of Edaville Railroad. That 2-foot-gage line at the thick end of Cape Cod seemed to be facing extinction after the death of its founder, Ellis D. Atwood, but was rescued in 1955 by Blount, who meanwhile had become rich. Robinson also gives a full account of the Monadnock, Steamtown & Northern and Steamtown, U.S.A., and the Green Mountain Railroad, explaining the relationship between those three Blount-Richardson enterprises. He closes on a more personal note, relating how the two partners were converted "from 'Churchianity' to Biblical Christianity," which made Blount an active crusader for his faith. Much material from the first edition of *Along the Iron Trail,* while informative, is too "dated" for present-day reading; but the book as a whole, particularly the well-developed last chapter, rates a place in any railfan's library.

4 NEW NARROW GAUGE

FULL COLOR PRINTS 9"x12"

DURANGO DEPARTURE

R.G.S. AT TROUT LAKE

TRAIN TO LEADVILLE

RED MOUNTAIN

Set No. 2 — $5.00

4 NEW NARROW GAUGE

LINE DRAWINGS ON LIGHT GREY STOCK, BEAUTIFUL FOR FRAMING

ARKANSAS RIVER

SILVERTON

CRESTED BUTTE

BOREAS PASS

Set No. 3 — $3.00 **9"x12"**

4 NARROW GAUGE FULL COLOR PRINTS

Set No. 1 — $3.50 **8"x10"**

Full color paintings with action plus realism in authentic settings. You can drive to these historic locations today and still find cinders where each of these scenes are painted. Wonderful for dens, for railroad buffs and for gifts. Sent to you in a special envelope. Inquire about Xmas cards of set No. 3.

PLEASE INDICATE SET 1, 2 or 3

SEND CHECK, CASH OR MONEY ORDER TO

D. R. LIGHT
2207 - 25th Avenue
Rock Island, Illinois
61201

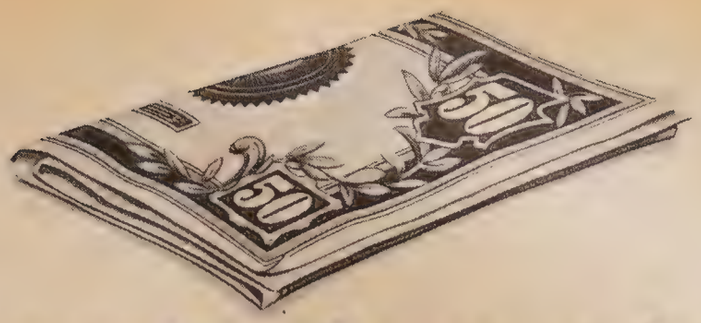
Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $2.50 or more. All postpaid.

New York State residents must enclose 2 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax.

The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
THE BIG SPENDERS, by Lucius Beebe	$ 6.95	($ 6.70)
JANE'S WORLD RAILWAYS, 9th edition	$45.00	($42.75)
ALASKA RAILROAD, by Prince, 2-vol. set	$30.00	($28.50)
MEGALOPOLIS UNBOUND, by Senator Pell	$ 5.95	($ 5.65)
GREAT WESTERN COACHES, by M. Harris	$10.30	($ 9.80)
PASSENGER EQUIPMENT DIAGRAMS, Staufer	$ 4.00	($ 3.80)
EUGENE DEBS, by David F. Selvin	$ 3.75	($ 3.55)
BRITAIN'S NEW RAILWAY, O. S. Nock	$ 9.25	($ 8.80)
NARROW GAUGE NOSTALGIA, by George Turner	$ 7.70	($ 7.15)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
2,000,000 MILES OF TRAIN TRAVEL, Allen	$11.00	($10.45)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
DIRECTORY, RY. OFFICIALS, YEAR BOOK	$10.00	($ 9.50)
RAILS THROUGH DIXIE, Krause, Reid	$ 8.95	($ 8.50)
C&O POWER, by Shuster, Huddleston, Staufer	$15.00	($14.25)
DINNER IN THE DINER, by Hollister	$ 5.95	($ 5.65)
GREAT RAILWAY JOURNEYS, by Jones	$ 5.95	($ 5.65)
IN PURSUIT OF THE GENERAL, Pittenger	$ 6.95	($ 6.70)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
INLAND EMPIRE, by John Fahey	$ 5.95	($ 5.65)
LOCOMOTIVE ENGINEER'S ALBUM, Adbill	$12.95	($12.30)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
TO THE GREAT OCEAN (Trans-Siberian), Tupper	$ 8.95	($ 8.50)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
RAILWAY CARRIAGES IN BRITISH ISLES, Ellis	$11.75	($11.15)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
RUDOLF DIESEL, by Nitske and Wilson	$ 5.95	($ 5.65)
RAILROAD THAT LIGHTED S. CALIF., by Johnson	$ 7.50	($ 7.15)
SMOKE ABOVE PLAINS, Ehernberger-Gschwind	$ 4.95	($ 4.70)
SMOKE ACROSS DIVIDE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
SMOKE ACROSS PRAIRIE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
SMOKE DOWN THE CANYONS, Ehernberger-Gschwind	$ 4.95	($ 4.70)
WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
RAILROADS OF BLACK HILLS, Fielder	$12.50	($11.90)
RAILWAY HOLIDAY IN SWITZERLAND, Behrend	$ 6.95	($ 6.70)
RAILWAY HOLIDAY IN N. GERMANY, Davis	$ 6.95	($ 6.70)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.60)
RAILWAY SIGNALLING SYSTEMS, Day-Cooper	$ 3.25	($ 3.00)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
CANADIAN NATIONAL RAILWAYS by G. R. Stevens, 2-volume set	$12.50	($11.90)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
SHIPS AND NARROW GAUGE RAILS, by Best	$ 6.00	($ 5.70)
PGE: RAILWAY TO NORTH, by Bruce Ramsey	$ 7.50	($ 7.15)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)
B&O IN THE CIVIL WAR, by Smith and Bain	$ 5.00	($ 4.75)



Invest an hour a day to take home up to $50 extra a week

...and get FREE SHOES FOR LIFE, too!

When you accept as few as 5 orders a month as a Mason Shoe Counselor in your neighborhood.

Now you can enjoy an EXTRA payday *every week* and get FREE SHOES *for life* as well... just for showing folks wonderful Mason Shoes. Many a man sells 2 to 6 pairs of Mason Shoes after supper alone... and takes home $5 to $20 or more extra. Here's how: The 61-year-old Mason Shoe Manufacturing Company will set you up in a profitable "shoe store business." You need no experience... don't invest a cent!

Here's Why You'll Make Money!

It's easy because you show nationally advertised footwear that EVERYBODY needs. Our stock of 300,000 pairs of men's and women's dress, work, sport shoes — with sizes ranging from 2½ to 16, widths from AAA to EEEE—gives you a bigger selection than any store in town! In no time at all, you can earn $50, $75, $100 or more a week... and

GET FREE SHOES FOR LIFE

That's right—you're entitled to receive FREE SHOES every six months... when you send as few as 5 orders a month. These FREE shoes are an extra bonus in addition to your big cash commissions. You choose any shoe in the Mason line... for yourself and your family.

Don't Invest a Cent!

We Give You Sales Equipment Absolutely FREE

You show famous Mason Air-Cushion shoes—good-looking footwear in the latest styles—a line that's far bevond the reach of competition. That's why *everybody* is your prospect. Fill out and mail the coupon below. We'll rush you our free "Starting Business Outfit"! Send no money now or later. Act today!

BUILDS "DREAM HOUSE". "I have built a list of over 400 satisfied customers. The 'Extra' profits derived from my shoe sales have made possible building my dream house. Selling Mason Shoes in my spare time not only helped me get this house, but made possible meeting a lot of people who will be my friends for life." Leo Lemanske, Mich.

ONE CALL—$14.75 PROFIT! "My second day out, I sold 6 pairs of shoes to one man in 1½ hours for a profit of $14.75. He told me he needed shoes, but wanted his wife to see them. I called at his home the next day and sold him 3 pairs and his wife 3 pairs also, for a $76.00 sale." Charles Henke, Calif.

Mason Shoe Mfg. Co. Dept. G-277 Chippewa Falls, Wisc.

RUSH COUPON FOR YOUR FREE OUTFIT!

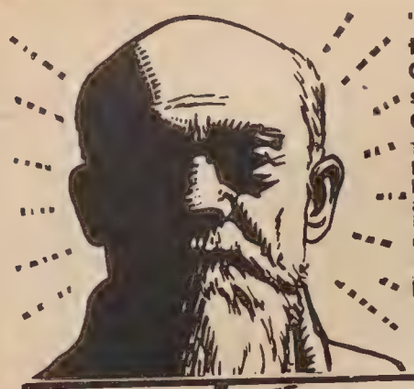
Mason Shoe Mfg. Co., Dept. G-277
Chippewa Falls, Wisconsin

Please show me how I can make an extra $50 a week in spare time — and get FREE SHOES *for Life!* Rush me — FREE and without obligation — everything I need to start making BIG MONEY in my very first spare hour.

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____
(If known) C-76



"I'll give you the SECRET POWER OF AIKIDO the PHYSICAL-MENTAL FIGHTING POWER of the Orient . . . which requires no strength yet instantly destroys any attack WITHOUT BODILY CONTACT!"

This fantastic method of Oriental PHYSIO-MENTAL FIGHTING POWER has existed in secret for centuries. Because it is unbeatable; because of its amazing power to disable and destroy; and because there is no counter against an Aikido technique, it has been quietly withheld from the general public. Now, the devastating methods of AIKIDO are revealed to you in English, by an expert who dares teach you at his risk!

NOW, IF YOU CAN READ, YOU CAN MASTER THE THEORY OF THIS UNBEATABLE "FLICK-OF-THE-WRIST" TECHNIQUE!

WHY IS AIKIDO DIFFERENT?

THE ESSENCE OF AIKIDO POWER LIES IN ITS ABILITY TO OVERCOME YOUR ATTACKERS WITHOUT BODILY CONTACT. NOT ONLY IS THIS POSSIBLE, IT IS BEING PRACTICED AT THIS VERY MOMENT IN CERTAIN PARTS OF THE ORIENT!

WHO IS THIS MAN?

This is the 80 year old SENSEI who is credited as the founder of the present form of AIKIDO. Although slightly built, and just over five feet tall, he recently exhibited his skill by overcoming twelve opponents at once. All of these opponents were more than forty-five years younger, and half of them were Judo and Karate BLACK BELT holders. Some were Kendo experts armed with wooden sticks. As these men attacked the MASTER, they discovered it was practically impossible to touch him. When he finally permitted some of them to grasp him, an effortless "FLICK-OF-THE-WRIST" sent them spinning through the air. IF THIS HAD BEEN ACTUAL COMBAT, THE MASTER COULD HAVE EASILY DESTROYED EACH OF THESE HIGHLY TRAINED FIGHTERS.

MAIL THIS NO-RISK, FREE-TRIAL COUPON NOW!

DAVIS & BENNETT INC., Dept. AMG-11
4 E. 46TH STREET, N.Y. 10017

O.K., I accept your no-risk, free-trial offer to teach me THE POWER OF AIKIDO. Ship immediately in plain wrapper. I enclose $3.98 full payment, and there will be nothing to pay on delivery. My friends and I must agree with everything you've said about the POWER OF AIKIDO or my purchase price will be refunded in full . . . I just return the front cover of the book.

Name .....

Address .....

City..... State.....

I am under eighteen, but have parent/guardian permission to learn the POWER OF AIKIDO.

Shortlines of West Virginia

Current locomotive rosters compiled by Sy Reich

Railroad Class	Road Nos.	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
Beech Mountain Railroad									
—	42	650	Whitcomb	65 ton	B-B	32,500	130,000	1944	1
—	100	?	Whitcomb	80-DE-6A	B-B	?	?	?	5
—	8820	500	GE	80 ton	B-B	40,000	160,000	1943	2
Kanawha Central Railway									
—	1	300	Plymouth	ML-8	B-B	23,000	70,000	1939	
Kelley's Creek & Northwestern Railroad									
Owns two units, the specifications of which are unknown to us.									
Middle Fork Railroad									
Owns two units, the specifications of which are unknown to us.									
Monongahela Railway									
DES-1A	400-406	1200	BLHW	S-12	B-B	61,770	247,100	1952	
DES-1B	407-418	1200	BLHW	S-12	B-B	62,125	248,500	1953	3
DES-1C	419-426	1200	BLHW	S-12	B-B	61,650	246,600	1954	3
Strouds Creek & Muddlety Railroad Owns one unit, the specifications of which are unknown to us.									
West Virginia Northern Railroad									
—	50-51	1000	GM-EMD	NW2	B-B	54,000	250,000	1946-7	4
—	52	1200	GM-EMD	SW1200	B-B	54,000	250,000	1958	
Winifrede Railroad									
Owns one unit, the specifications of which are unknown to us.									

These rosters are based on data from KC's vice pres., Monongahela's chief mechanical officer, and WVN's vice pres. and gen. manager and are generally accurate as of second quarter, 1966.

(1) BM 42 was originally U.S. Army 8443, then S.A. Healy Construction Co. ?, then South Buffalo Ry. ?, then Pan American Engineering Co. ?, then Beech Mountain 42. No longer on the roster.

(2) BM 8820 was originally Baltimore & Ohio 190, then B&O 198, then B&O 8820, then BM 8820. No longer on the roster.

(3) Monongahela 410 was scrapped. Nos. 415, 419, 422, and 425 were sold to G.R. Silcott Ry. Equipment, then sold to Pickand's Mather Co.

(4) WVN 50-51 rebuilt to 1200 hp.

(5) BM 80 was originally a U.S. Navy locomotive.

Warning All Readers

The U.S. Post Office will not forward third-class mail if the addressee has moved. Such mail is returned to the sender—but only if "Return postage guaranteed" is marked on the package. Otherwise it goes to the dead letter office to be destroyed or sold at auction. So be sure to mark "Return postage guaranteed" on packages sent by parcel post.

Another bit of advice: Use zip codes on all mail. After next month, the Post Office will not handle second- or third-class mail without zip codes. As for first-class mail, zip codes help to speed the service and ensure delivery. We even know of cases where mail was delivered to addresses in which the writers carelessly failed to mention towns, or maybe states, but did include zip codes.

It has been suggested that *Railroad Magazine* omit from its *Switch List* all U.S. entries which have no zip code.

Pen Pals Wanted

William Pletz, 3729 Lindhurst Rd., Columbus, Ohio 43221, wants overseas railfan and railroader pen pals.

Bill Jordan, 504 E. Ave. B, Newberry, Mich. 49868, wants pen pals in foreign countries.

Gordon Farquhar, SN, B40 1684, USS Canopus (AS-34), FPO New York, N.Y. 09540.

Mary Ann Theimer (14), Route 2, Box 100, Catlett, Virginia.

Sandie Hagberg (17), 2679 N. 39th Street, Milwaukee, Wis.

Arleen Joppru (19) Route 4, Thief River Falls, Minnesota.

Helen Schooley (15), 904 Shady Lane, Tecumseh, Michigan.

Glen E. Frantz (15), Box 215, Weidman, Michigan.

Richard Bowser Jr. (18), Avenue Rural Station, Masury, Ohio.

Jane Ann Klitz (17), 909 Paris Avenue, Hannibal, Missouri.

Elizabeth Kay Angus, Box 146, Cowan, West Virginia.

PFC Dale L. F. Guffey, 2185315 USMC, Marine Air Control Squadron 7, San Francisco, Calif.

Danielle Dazzan (15), D'Arcy, Saskatchewan, Canada.

Donna Metzger (16), 617 Morrell Avenue, Connellsville, Pa.

Sharon Stephens (19), and Raymond (16), 2566 Hoods Creek Pike, Ashland, Kentucky.

Patricia Prescott, 223 Rochester Drive, Louisville, Kentucky.

Jane Ann Klitz (17), 909 Paris Ave., Hannibal, wishes to exchange postcards from various states and countries.

Wendy Machleit (15), 821 North Hemlock, Evart, Michigan.

Lulu Belle Gilton (30), and Sandra Gilton (19), 1005 Jackson Ave., Huntington, W. Va.

Richard Carver (17), RR4, Box 31-A, Peoria, Illinois; also his brother Herschel.

Yvette Podvin (14), 122 Providence Street, Providence, R.I.

Miss Ellie Howard (26), 808 Avenue I NW, Childress, Texas.

Marie Elena Arredondo, 7712 Monterrey, El Paso, Texas.

Margaret Hill (15), Teresa Hill, (13), and Robert Hill, 24297 Laetham, East Detroit, Michigan.

Richard Bouser Jr. (18), 73 Ulp Street, Masury, Ohio.

Kenneth Means (19), 961 Lincoln Drive, South Charleston, W. Va.

Delbert Stevenson (18) and Ronald Stephenson (16), Kanawha City Station, Charlestown, W. Va.

Sidney Kotan (33), 144 Attorney Street, New York, N.Y.

Hearold Parker, Box 43, Avenue Rural Station, Masury, Ohio.

John H. Combs, 199 Milledge Avenue S.E., Atlanta, Ga.

Jane Ellison, RR. 4, Scottsburg, Ind.

Henirva Campbell, RR. 4, Tazewell, Tennessee.

Steve Deaty (16), P.O. Box 23, South Prairie, Wash.

Mrs. Ruby Raymer (58), 720 Silver Street, Lewisburg, Tennessee.

Christine Fabsik (14), 2702 South Komensky, Chicago, Illinois.

Transmits, receives. Transistorized. Fits in shirt pocket. Telescoping antenna extends for more distant reception. Ideal for sportsmen, construction, etc. **$3.25**

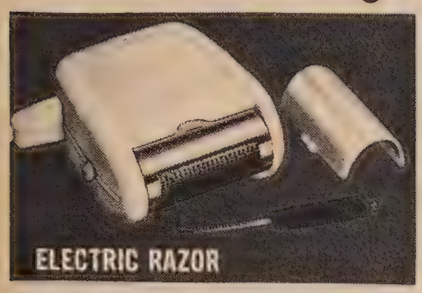
8mm MOVIE CAMERA

Electric powered— no winding! Detachable pistol grip. Loads in seconds. Adjustable lens. Black and white or color. **$5.50**

Transistor TAPE RECORDER

Records—Plays Back—Erases—Rewinds. Includes dynamic speaker, microphone, tape, reels, etc.

$5.80



Product of Swiss Craftsmanship. Shaped to shave heaviest beard. Maker guarantees for one full year. With cord, head guard and brush. **$1.70**

Buy Below Wholesale

HI-INTENSITY LAMP

100 watts concentrated light. Easily adjustable for any angle. Rotates in full circle. Folds up for easy storage. Attractive design. Ideal for reading, hobby work, sewing, etc. **$1.86**

Up to 60 miles per gallon, even at freeway speed. Seats 4. Easy to park. Comfort ride assured with individual wheel suspension. **$780.00**

Start your own BIG PROFIT Home Import Business...

Import bargains by the thousands give you profit opportunities beyond your wildest dreams. Men—women start now in your own Home Import Business, full or part time. Cash in now without previous experience or capital investment. You can make your first import order 10 minutes after you get my proven drop ship plan. These bargains and thousands more go quick to stores, mail order operators, premium users, friends, others.

CALENDAR WATCH

Swiss movement. Beautiful styling. Tells time and date. Sweep second hand, gift case, stainless steel back, water resistant, antimagnetic. METAL EXPANSION BAND 11¢.

$2.33

Clear and powerful. Beautifully balanced. Lightweight. Protective lens covers. Center focusing. **$2.40**

REAL SAPPHIRE RING

Hand set Sapphire Stone in Sterling Silver mounting. Smart design. Ladies styles also available. **$3.50**

Self contained power—no dangling cord to get in the way. Two serrated stainless steel blades are instantly interchangeable—12" and 10" **$1.50**

DISCOVER SECRETS OF IMPORT The Profits are All Yours!

Plan reveals everything to start you importing immediately. Gives you free membership in International Traders—famous world wide organization that puts you in direct contact with suppliers abroad. It's easy to buy below wholesale when we show you how. Rush coupon today for my FREE BOOK, "How to Import and Export" —get details about thousands of amazing buys. Airmail reaches me overnight.

B. L. MELLINGER, JR.
Famous world trader...
President of The Mellinger Co.

Send No Money!

Do Not Order From Us. I show you how to get these bargains and hundreds of others. Prices shown are direct from suppliers abroad.

Put coupon in mail today!

HUMAN HAIR WIG

Exciting new craze! Glamour high fashion wigs. Popular hair colors. Skillfully made. Luxuriously soft; fine textured.

$15.00

More examples of thousands of import bargains you can get to make fantastic profits up to 200% and more.

FISHING ROD	.50
FM HI-FI RADIO	8.80
RIFLE SCOPE	1.85
MOVIE TITLE KIT	1.00
BEADED HANDBAG	1.01
FLASHLIGHT	.10
TRANSISTOR RADIO	1.70
CARDIGAN SWEATER	2.00
SPINNING REEL	.96
STOP WATCH	1.12
WRIST RADIO	2.90
MODEL BOAT KIT	.65
WATER PISTOL	.08

Prices subject to availability, price fluctuation.

THE MELLINGER CO., Dept. X112B
1554 S. Sepulveda
Los Angeles, Calif. 90025

Get details on 8 FREE Imports

MAIL THIS COUPON TODAY

FREE BOOK TELLS HOW TO MAKE MONEY IN IMPORT

How to IMPORT AND EXPORT

TELEPHONE AMPLIFIER

Transistorized. Hear phone conversations across room. Push button control. Easily attached to any phone. No wiring. **$3.10**

The Mellinger Co., Dept. X112B
1554 S. Sepulveda, Los Angeles, Calif. 90025

Send Free Book showing how I can start a business of my own and make big profits. Show me how I can get bargains like these, how to buy below wholesale. (If under 21, state age.)

Name_____ Age_____

Address_____

City_____

State_____ Zip Code_____

Save 3 days . . . Give Zip No. for fastest reply.

Automatic Fare Collection

Thousands of passengers have used General Electric's simulated subway station in Southworth, N.H., without once catching a train, testing GE's fully-automatic, graduated, fare-collection system. (Above) The Addfare Machine is used by transit passengers who have underpaid their ride to a particular station. (Below) This girl is buying commuter tickets from the vending machine, which also changes $1 and $5 bills.

The modern "Commuta-Code" system is being demonstrated by employes of GE's Meter Department at Southworth and by visitors to the plant. It was built on a prototype contract for San Francisco's Bay Area Rapid Transit District, and is functioning well.

THROW AWAY THOSE OLD, POWER ROBBING, GAS GULPING SPARK PLUGS

*Now — Run Your Car Without Spark Plugs—

GET UP TO 31 MORE HORSEPOWER, 8 MORE MILES PER GALLON USING ONLY YOUR ORDINARY GAS!

Amazing new invention developed and patented by one of America's leading aircraft companies now converts the untapped power of your ordinary gasoline into a fantastic new source of energy for your car. *Yes, Here at last is a Revolutionary development, so new—so different from similar conventional spark plugs that it has been given a new name. It is called a *POWER FLYTE FUEL IGNITOR*

Your car runs because gasoline is fed into the cylinders where a spark causes it to ignite. This ignition causes the gas to explode. Now here is the important thing. **The larger this ignition spark is, the more powerful the explosion.** The more powerful the explosion, the more power you get from a given amount of gasoline. Poor ignition means wasted gas — loss of power, poor getaway, bad starting, a sluggish car. Good ignition means more miles per gallon, more horse-power every time you give it the gun, it means blazing pickup, instant starting: an exciting, responsive car to drive.

WHAT CONTROLS ENGINE EFFICIENCY?

Your spark plugs control the efficiency of that ignition. And not only do they give a small spark to begin with, but they get worse every mile you drive. And that you can see for yourself. Put a new set of spark plugs in your car and then look at them at 100 miles, at 1,000 miles, at 5,000 miles. Every time you look you will see more filth and carbon and you will see more of the electrode burning away.

Now you tell me how a weak, inefficient spark from a filthy, burned out plug can possibly give you the kind of flashing, economical performance you want.

STOP USING YOUR OLD SPARK PLUGS NOW!

I am going to suggest that you stop using those borderline spark plugs in your car — that's right — get rid of them — forever.

Now please remember that if you were told a couple of years ago that your car could run without a carburetor you wouldn't have believed it — yet, today, you can have fuel injection on your car and get far more mileage, efficiency and power from less gas — and in a few years fuel injection will have completely replaced the carburetor on most cars.

All you have to do is replace your old borderline, inefficient spark plugs with a modern, efficient fuel ignition system, and you can do it yourself in fifteen minutes if you've never had a tool in your hand in your life.

PAYS FOR ITSELF IN ONE MONTH

Now, for the moment, forget about the extra pep, power and performance you are going to get — forget about the savings in spark plug replacement, forget about the savings on wear and tear on your piston and cylinders that comes from unburned gas washing the protective oil coating off the cylinder walls. Just remember one thing — this fuel ignition system is so inexpensive that it can pay for itself in gas savings alone in one month of driving.

Here's how: A spark plug jumps a spark of electricity across an air gap. This is the most wasteful and power-consuming way to get electricity from one place to another and it limits the size of the spark.

A Fuel Ignitor fires on the surface of an electrical semi-conductor. This is the most efficient way to get a big powerful spark into your cylinder.

On ordinary spark plugs the air gap between the electrode and the firing point is always getting bigger because the electrode is burning away. That means you have misfiring which means loss of power plus wasted gas plus raw gas to damage the cylinders and piston rings.

On Fuel Ignitors there is no ground wire electrode to burn away. This means **maximum gas explosion** which means **full power, full economy** and no raw gas to wash away the oil protection from cylinder walls and pistons.

A spark plug accumulates filth and carbon because of inefficient ignition.

A Fuel Ignitor gives you a heavy, powerful flame and you can see that by having your servicemen put a spark plug and a Fuel Ignitor in the same spark plug tester. **Your Fuel Ignitor** will not only show you **a spark 3 times greater** than the best spark plug — but as he raises the pressure up-up-up you will continue to see that big spark.

With Fuel Ignitors your ordinary gas will give you up to 8 more miles per gallon, up to 31 more horse-power, plus easier starting in all kinds of weather. Add these savings together and see for yourself why I say that **Fuel Ignitors will pay for themselves every single month you drive your car.**

Ordinary spark plugs have to be replaced regularly. In some of the new high compression cars, a set of plugs will burn up in a couple of months.

A Fuel Ignitor installation is guaranteed for as long as you own your car.

Now, when you get your set of FUEL IGNITORS, here is all you do. If you have automatic transmission, **make a note of how fast your car crawls forward when it is in the drive position, with the motor idling.** If you have a sports car, a racing car or a boat, **make a note of the RPMs** as indicated on the tachometer when the engine is idling. If you have regular transmission, put your car in low gear on a level road and **notice its speed with the motor idling.** Next take a spark plug wrench and remove your old spark plugs. Just screw your Ignitor right into the spark plug openings **and get set for an amazing demonstration.**

If you have automatic transmission — now put your car in drive and let your engine idle. **If your car stood still with spark plugs, it will move forward at from 4 to 6 miles per hour;** that means that the amount of gas that just kept your engine turning over will now carry you up to 6 miles at no cost to you.

If you have a racing or sports car or a boat with a tachometer, your RPMs will increase up to 200 more at idling and up to 300 more at higher speeds.

If you have regular transmission, in low gear with your motor idling,

YOUR CAR WILL MOVE FORWARD 5 to 6 MILES PER HOUR FASTER. In other words, no matter what you drive, here is absolute proof that you can go further, faster and cheaper when you get rid of your old spark plugs and use modern, proven FUEL IGNITORS.

WHAT DOES THIS MEAN TO YOU?

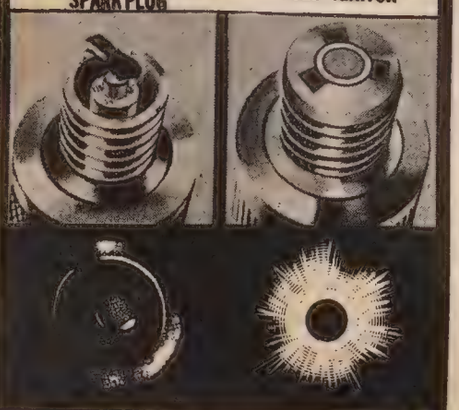
Now, if you're the kind of driver that wants his car to move when he steps on the gas — not 30 seconds later — if you like your car to start when you touch the starter button — not after you grind your battery down, if you want every nickel's worth of mileage from every single gallon of gas you pay for — instead of wasting it in the firing chamber; then you're the man for me.

So here is my astonishing proposition. If you will check your car's performance carefully before and after you install your Fuel Ignition System and then tell your friends and neighbors about them, here is what I am prepared to do for you.

You can have a set of FUEL IGNITORS for the year and model of your car for a fraction of their value. If you act now, they are only $2.00 each. That's only $12.00 for a 6-cylinder car or $16.00 for an 8-cylinder car. Now, if your Fuel Ignitors don't meet every specification in my **DOUBLE GUARANTEE** — if they do not continue to deliver **maximum performance for the life of your car . . .** we will replace them **FREE** until they do.

CHECK THESE DIFFERENCES

ORDINARY 10,000 MILE SPARK PLUG — FUEL IGNITOR



Here it is . . . on the right, an actual photograph of the miracle Fuel Ignitor Spark Plug in action . . . caught by the eye of a high speed camera inside an ordinary spark plug tester of the very same type found at any service station or garage. Note the Powerful Fuel Ignitor spark compared with that from the regular plug (on the left) photographed at the same time . . .

SEE THE AMAZING DIFFERENCE? That's the "Power-Economy" story in a nutshell, and why with Fuel Ignitors you'll go Further, Faster, Cheaper for as long as you own your car!

Manufactured To Exacting Standards By The Makers Of Original Equipment For Rolls Royce Motor Cars And Jet Aircraft The World Over.

GUARANTEE

Use these remarkable FUEL IGNITORS in your car entirely at our risk . . . give them every test you can think of . . . POWER, ECONOMY, STARTING, SUREFIRE SMOOTHNESS, PERFORMANCE, etc. Now, if you are not completely delighted in every possible way at the end of 30 full days, simply return your FUEL IGNITORS along with your guarantee card for a FULL and IMMEDIATE REFUND.

We further guarantee FREE REPLACEMENT of any FUEL IGNITOR, regardless of the reason, FOR AS LONG AS YOU OWN THAT CAR. Remember, every set of FUEL IGNITORS is fully protected by an internationally famous Insurance Company.

PROVE IT TO YOURSELF AT OUR RISK

Ladies and gentlemen, I'm all through.

If you'll Just take 15 minutes to remove a set of plugs and install a set of Fuel Ignitors and not too proud to save a lot of money — if you enjoy a car that delivers the maximum in smooth powerful performance — then order your FUEL IGNITORS right now.

MAIL NO-RISK COUPON TODAY!

CAVCO, INC., DEPT. AMG-11, 4 E. 46TH STREET, N.Y. 10017

Gentlemen: Yes, I want to try a set of your amazing new Fuel Ignitor spark plugs entirely at your risk. If, at the end of 30 full days, I am not completely delighted . . . if the Fuel Ignitors don't do everything you say, I will simply return them for my money back.

☐ I enclose the full price—you pay the postage.
☐ Send C.O.D.—I will pay postman plus postage and C.O.D. charges.

☐ Set of 4 Fuel Ignitors —$8.00 ☐ Set of 6 Fuel Ignitors —$12.00 ☐ Set of 8 Fuel Ignitors—$16.00

Make of Car	Year	Model	# of Cyls.	Eng. or Cubic Disp

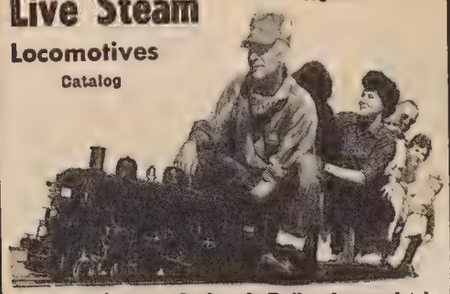
NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

Miniature
Live Steam
Locomotives
Catalog

Just bolt 'em together



You can have a backyard Railroad completely steam powered — including all accessories. Complete kits, all machine work done, you just "Bolt 'em Together." Also available in rough form. Old time & modern engines & rolling stock in ½", ¾", ¾", 1" & 1½" scales. See EVERYTHING FOR YOUR STEAM POWERED RR. in our 100-page catalog. Price _____$1.00

LITTLE ENGINES Box R, Lomita, Calif.

ALONG THE IRON TRAIL

Reprint of book written in 1938 by Frederick H. Richardson and F. Nelson Blount. Epilogue and pictures by Donald S. Robinson, bringing it up to date.

Paperback $3.95, plus 25¢ postage.

Hard cover $4.95, plus 25¢ postage.

Available from:

STEAMTOWN, U.S.A., BOX 71-RM
Bellows Falls, Vermont 05101

PICTORIAL
STEAM BOOKS

Smoke Down The Canyons—U.P. Idaho Division....$4.95
Smoke Above The Plains—U.P. Kansas Division $4.95
Smoke Over The Divide—U.P. Wyoming Div. $4.95
Colorado & Southern .....Northern Division $4.95

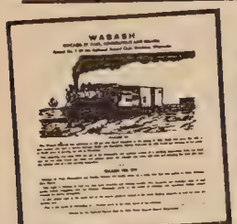
FREE brochure upon request.

E. & G. PUBLICATIONS
P.O. Box 101 Callaway, Nebraska 68825

RAILROAD EMBLEMS
(Cloth Patches)

Over 250 different, all authentic.
15-page catalog 20c (stamps or coin).
Or send $1.00 for two patches and the illustrated 15-page catalog.

AUSTIN P. O. Box 1197 San Mateo, Calif. 94403



WABASH-OMAHA

Wabash No. 576 switching and main line run from the cab. Side 2 — trackside of Omaha No. 219 switching at Spooner, Wisc. One of over 35 different railroad sound recordings. 33.3 rpm, 10". $4.50 postpaid. Free Literature

RAILROAD RECORD CLUB
Hawkins, Wisconsin 54530

FULL COLOR CATALOG OF CHRISTMAS CARDS & PRINTS *for only 50¢*

Nostalgic scenes of Railroading lithographed in rich full color. Cards or 10" x 15" prints for framing.

RAILWAY CLASSICS
102 CHERRY STREET JANESVILLE, WISC.

On this page: C&O locomotive 494, class G-7, and 73 (later renumbered 222).
Both photos from Harold K. Vollrath, 8938 Maple Drive, Shawnee-Mission, Kan. 66027

Chesapeake & Ohio Ry.

Locomotive roster for June 1, 1926

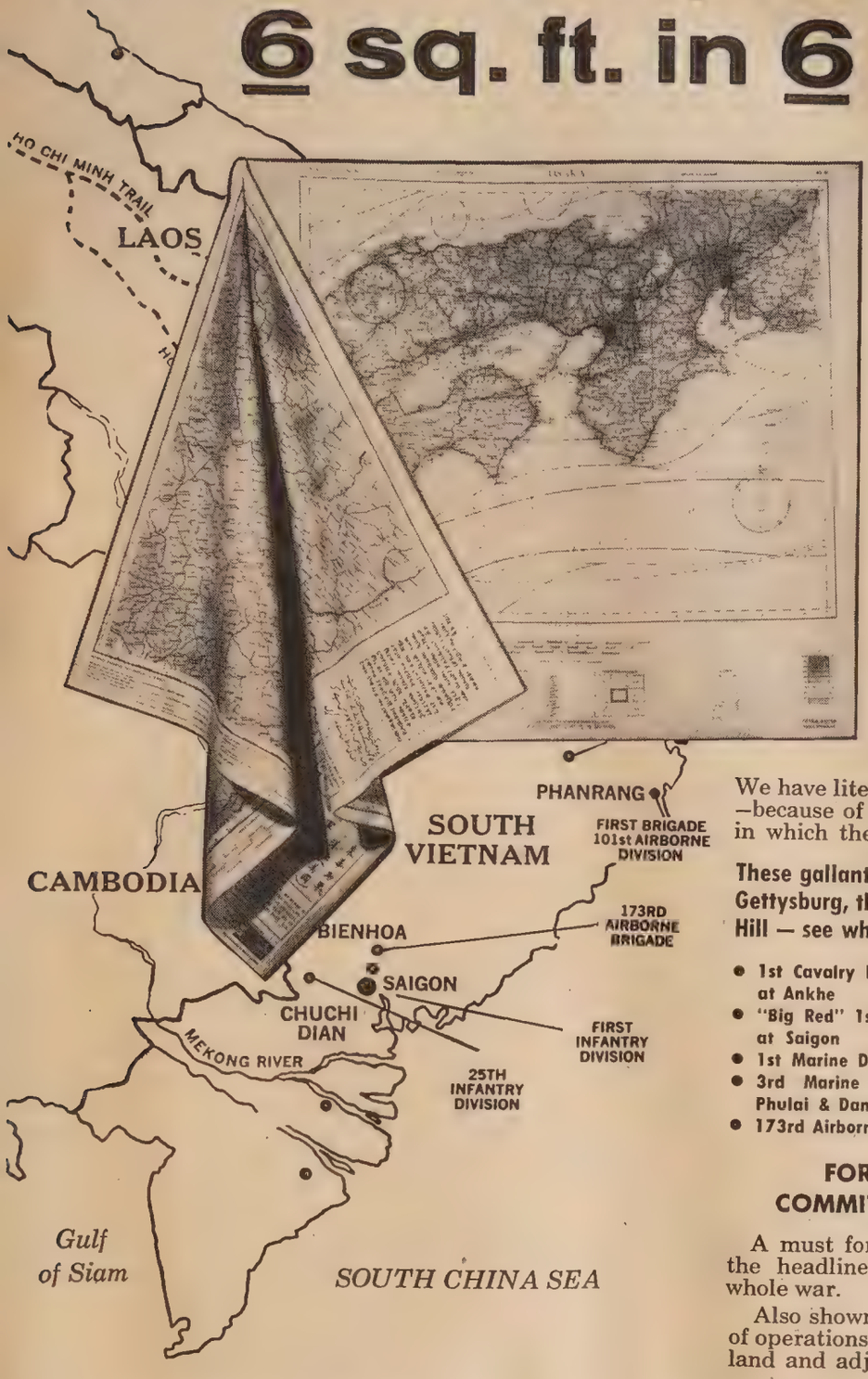
Engine Old	Numbers New	Type	Builder	Year Built	Cyls.	Dri.	Tractive Effort
21	1	C-2	Richmond	1897	19x24	51	108000
22	2	"	Schenectady	1890	"	"	102200
23	3	"	Richmond	1897	"	"	108000
24	4	"	"	1896	"	"	107350
26	5	"	Schenectady	1891	"	"	93000
29	6	"	Richmond	1897	"	"	108000
32	7	"	"	1893	"	"	102500
33	8	"	"	1897	"	"	108000
34	9	"	Schenectady	1888	"	"	99000
35	10	"	"	1891	"	"	102200
16	15	C-3	Baldwin	1900	19x24	50	111435
39-41	25-27	C-7	Richmond	1905	20x28	56	142300
42-45	28-31	"	"	1905			
46	32	"	"	1905			
47-48	33,34	"	"	1906			
AC&I	35	C-13	Brooks	1906	20x26	52	150700
49	40	C-11	"	1909	21x28	51	156000
36	80	C-8	Richmond	1911	"	"	171175
37	81	C-8	"	1903			
38	82	C-8	"	1905			
AC&I	90	C-14	Baldwin	1911	21x28	51	165000
	100-109	C-15	Lima	1925	25x28	51	221000
50-59	130-139	C-12s	Richmond	1919	27x28	51	295000
60-64	140-144	"	"	1921			
316,317	210,211	A-8	Manchester	1900	18x24	68	119500
69	220	A	Schenectady	1892	18¾x24	68	112200
70	221	A	"	1889	19x24	68	111000
73	222	A	"	1891	"	"	108650
74	223	A	"	1892	18¾x24	68	112200
124	230	A-5	Baldwin	1903	18x24	59	114500
126	232	"	"	1904			
65	240	A-10	Cooke	1887	19x24	68	107050
67	241	"	"	"	"	"	104400
68	242	"	"	"	"	"	112700
75	250	A-3	Schenectady	1899	20x26	72	148000
77	251	"	"	1901			
81-83	275-277	A-16s	"	1902	22x26	73	201600
80	278	"	Pittsburgh	1916	"	"	199500
84-86	279-281	"	Schenectady	1903	Rebuilt 1921-'22		
87	282	A-16	Richmond	1905	21x26	73	183600
88,89	283,284	A-16s	"	1905	22x26	73	199500
90,91	285,286	"	"	1906	Rebuilt 1924-'25		
92	287	A-16	"	1906			
93,94	288,289	A-16s	"	1907	22x26	73	199500
95-97	290-292	"	"	1907	Rebuilt 1923		

AVAILABLE TO THE PUBLIC FOR THE FIRST TIME!

FOUND IN A U.S. WAREHOUSE—WORLD WAR II

Silk U.S.A.F. Escape Map of VIETNAM

6 sq. ft. in 6 colors



Gov't cost $18.00

only $4.98

Printed on both sides in heavy waterproof silk this handsome map enables the student, teacher, veteran & patriot to locate all the vitally important towns, cities, hamlets, rivers, railroads, naval and military bases, airfields—in incredible military detail. This map really shows you where the action *is:* the roughest country in the world in which our troops are fighting a fanatical and vicious enemy at the front, in the rear, everywhere. Pin point Viet Cong strongholds and the Ho Chi Minh Trail.

We have literally just found 2,500 of these remarkable maps —because of the limited supply, they are sent in the order in which they are received. $4.98 (add 25¢ shipping).

These gallant units whose battle streamers bear the legends of Gettysburg, the Marne, Normandy, Tarawa, Iwo Jima, Pork Chop Hill — see where they are fighting today!

- 1st Cavalry Division (airmobile) at Ankhe
- "Big Red" 1st Infantry Division at Saigon
- 1st Marine Division at Chulai
- 3rd Marine Division at Hue, Phulai & Danang
- 173rd Airborne Brigade, Bienhoa
- 1st Brigade, 101st Airborne at Phanrang
- The 7th Fleet in the Gulf of Tonkin
- Korean Capital Division at Quinhon
- Korean Marine Brigade
- 25th Infantry Division at Chuchi

FOR THOSE WHO CONSIDER OUR COMMITMENTS FOR WORLD PEACE VITAL!

A must for framing, teaching, 100 different uses—follow the headlines everyday—a complete visual grasp of the whole war.

Also shown on this map is the entire Far Eastern theatre of operations: Laos, Cambodia, Thailand, the Chinese mainland and adjacent areas, the Philippines, Formosa, Japan,

OTHER MAPS AVAILABLE (4 to 5 sq ft) IN HEAVY 6 COLOR WATERPROOF SILK only $1.98 each

1. Southeast-Northeast China, Hong Kong, Quemoy, Nanking
2. Buirnor, Tsitsihar Lung Chiang, China "The Great Wall"
3. Sendai, Kanazawa, Japan redrawn from Imperial Road Survey
4. Peiping (Peking), China-Ryojon, Manchuria
5. Shenyang, China, Eastern Asia, topography in great detail
6. Harbin, Manchuria, China, incredible detail Russian survey
7. North Honshu, Japan, Kamikawa, Sea of Japan, ocean currents

MAIL NO-RISK COUPON TODAY

ROJAN SUPPLY, DEPT. AMG-10
P.O. Box 4513, 110 East 45th St., N.Y., N.Y. 10017
Enclosed check or m.o. for $_____.

___Vietnam maps @ $4.98 ea. (add 15¢ shipping)
___Other maps (specify by number) @ $1.98 ea. (add 15¢ shipping)

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

CHICAGO AND NORTH WESTERN RAILWAY

C&NWRY STEAM POWER BOOK

Hardbound, beautifully jacketed, 208 generous 8½" x 11" pages contain more than 300 train and locomotive photos. Diagrams, History and five pages of maps. 1848 to 1956. $10.00 postpaid; or at your Book Dealer. Free pictorial brochure.

Knudsen Publications
3539 N. Lincoln Ave., Chicago, Illinois 60613

BUILD ROMP & RIDE

A 14 foot lawn mower engine powered miniature train offering family fun at its best! No track, operates at 3 mph on lawns, drives etc. No machining or welding. Simple tools and locally available materials make this an ideal home project. "Plans Packet" of step by step instructions, photos, materials list and complete drawings — only $4.50 postpaid.

ROMP & RIDE MINIATURE TRAINS, Dept. R
901 Cole Dr. SE, Huntsville, Alabama 35802

RAILROAD AUCTION

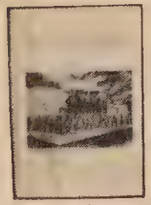
1000's of Steam & Electric Items sold at "your own price" every year! List FREE!

GRAHAME HARDY

Box 622, Carson City, Nev. 89701

ALASKA RAILROAD

BY BERNADINE LEMAY PRINCE



Second Edition.
Two Volumes
1000 Pages, 7x10",
2000 Pictures
Hard Bound Cover

Pre-Publication Price
Before
Oct. 1, 1966 .....$25.00
After Publication $30.00

Place pre-publication orders directly with publisher or through your local book store.

KEN WRAY'S PRINT SHOP INC.
125 E. Fireweed Lane, Anchorage, Alaska
While they last, autographed first editions $35.00

35-SLIDES CO.
SLIDES
GREEN MOUNTAIN FALLS
COLORADO 80819

RAILROAD — TROLLEY

. . . master quality slides for sale — list and sample for 35c stamps or coin, specify roads. Also, we do custom slide processing and copy work — color or black & white — inquire by sending self-addressed stamped business envelope. Box 2222

98	293	"	"	1907	Rebuilt 1924		
99	294	A-16	"	1907			
120	350	F-10	Richmond	1891	19x24	56	118600
101,102	370,371	F-7	Manchester	1900	19x26	62	136000
106-110	375-379	F-11	Baldwin	1902	"	"	143500
111,112	380,381	F-11	"	1903			
113-115	382-384	"	"	1904			
117,118	386,387	"	"	1902			
100	390	F-1	Richmond	1896	19x26	62	158200
144	395	F-2	Baldwin	1899	19x28	72	170600
145	397	"	"	1901			
17,18	425,426	E-6	Richmond	1907	19x24	56	132200
19,20	427,428	E-5	Baldwin	1908	19x26	56	120400
147,148	430,431	F-15	Schenectady	1902	23x28	73	213100
149,150	432,433	"	"	1903	23½x28	73	227700
151,152	434,435	"	Richmond	1904			
153-156	436-439	"	"	1906			
157-165	440-448	"	"	1907			
166-173	449-456	"	"	1911	23x28	73	221000
174-181	460-467	F-16	Baldwin	1913	27x28	73	290000
183-185	470-473	F-17	Richmond	1914	"	69	312605
186,187	474,475	"	"	1914			
189-193	480-485	F-18	"	1923	"	"	321000
	490-494	F-19	"	1926	"	73	331500
139,131	540,541	J-1	"	1911	29x28	62	330000
132	542	J-1	"	1912			
133-135	543-545	J-2	Brooks	1918	28x30	69	352000
136,137	546,547	"	Baldwin	1919			
138,139	548,549	"	Richmond	1923	"	"	353000
302	600	G-3	"	1892	20x24	50	127300
309	603	"	"	1893			
311	605	"	"	"			
313,314	607,608	"	"	1891		"	132900
201	621	G-4	Schenectady	1890	21x24	50	133500
204	623	"	Richmond	1890	"	"	128300
209	625	"	Schenectady	1890	"	"	
213-215	627-629	"	"	1890	"	"	
221,222	632,633	"	"	1890	"	"	
224	635	"	"	1889	"	"	
231,232	639,640	"	Rogers	1909	"	"	
236	643	"	" Rblt.	1881	20x24	50	121000
268	650	G-1	Cooke	1882			
272	651	"	"	1883			
280,286	652,653	"	"				
288,292	654,655			1881			
260,261	657,658	"	"				
263,264	659,660			1882			
271,272	661,662	"	"				
274,279	663,664			1883			
281,284	665,667	"	"				
287,293	668,670			1900	20x26	54	139940
297,298	672,673	"	"	1897	21x24	50	146800
322,325	683,686	G-10	Baldwin	1897	21&32x24	50	146800
328	689	G-5	Richmond	1898			
237	690	G-5C	"	1898			
238,240	691,693	G-5	"	1897			
242	695	G-5C	"	1896	"	"	140525
243,244	696,697	G-5C	"	1907	22x30	56	208000
248-254	700-706	G-5C	"	1899	22x28	56	186500
255,257	707,708	G-8s	Richmond				
637,638	710,711	G-6	"				
351-355	715-719						
358	720						
362-366	724-728						
368,370	730,731						
371-375	732-736						
376-379	737-740	G-6	"	1900			
380,381	741,742						
383,384	743,744						
386-390	746-752						
393-400	753-760						
401-403	761-763						182850
405-408	764-767						
410-424	769-783	G-6	"	1901			
AC&I,428	885-786	G-14	Brooks	1907	21x28	51	188850
440,441							
445	790-793	G-7	Richmond	1903	22x28	56	184400
451-462	794-805	G-7	Baldwin	1903			
463-474	806-817	G-7	"	1904			
477							
482,483							
484,497							
491-494							
496,498		G-7	Richmond	1903			
500-525	818-854	G-7	"	1904			
526							
527-535							
536,537							
538-551							
552-554							
555	855-884	G-7	"	1905			
556-617	885-946	G-7	"	1906			
618-630	947-959	G-7	"	1907			
499							
426,427							
429-439							
442-444							
446-450	960-981	G-7s	"	1903	23½x28	56	200675
475,476	982	G-7s	Baldwin	1904			
478-481							
485,486							
488-490							
495,497	983,994	G-7s	Richmond	1903			
631-636	996-1001	G-7s	Pittsburgh	1916			
639-640	1010,1011	G-9s	Richmond	1909	22x28	56	199900
641-644	1012-1015	G-9	"	"	"	"	194700

REAL STEAM CALLIOPE RECORDINGS

DECCA No. 9-38231 (45 RPM) recorded aboard Sternwheel Steamer DELTA QUEEN by Professor E. Jay Quinby and Billy Menke. Traditional Steamboat Tunes and the big Steamboat Whistle. $1.00 Postpaid. Write
GREENE LINE STEAMERS, INC. 327 Public Landing • Cincinnati 2, Ohio

NEW Free Home Trial Plan Lets YOU CLEAN UP A FORTUNE—

Even While You Sleep

by Letting Housewives see How DuraSani Eliminates the Most Hated Bathroom Chore of All—Cleaning the Toilet Bowl

DuraSani men find it so easy to make money. Why? Because they do it without even asking the prospect to buy. All they do is offer Free Home Trial and let DuraSani sell itself . . . then call back and pick up easy orders. Fantastic? Not at all. Just give the sample DuraSani AUTOMATIC Toilet Bowl Cleaner demonstrators (which we provide at no cost to you) to 2 housewives on every block in your town and ask them to use them FREE and with no obligation for 7 full days. Return a week later and pick up orders from 9 out of 10 housewives on the block and pocket $10.00, $15.00 and even more on the spot. Fantastically easy. Repeat orders are AUTOMATIC, and referral sales Pyramid your Profits.

Top Men make up to $8.00 IN AN Hour and even MORE!
Hang DuraSani inside flush tank. Releases new blue exclusive formula detergent-deodorizer when toilet is flushed. Cleans toilet bowl AUTOMATICALLY — keeps air fresh all day long.

No competition—sell for only $1.98 and make up to $1.08 profit on each one

DuraSani cleans and deodorizes toilet bowl every time toilet is flushed. And DuraSani is so economical—no more bowl brush or cleansers. You'll get no price resistance when you offer DuraSani at $1.98 each. It's worth many times the price to housewives who despise toilet cleaning chore. Best of all, you make as much as $1.08 on every DuraSani you sell. A 2½ bath home needs 3 DuraSanis. Make as much as $3.24 on every call. Earnings of $8.00 an hour and more are not unusual.

Exceptional Earnings Are Possible

The demand for DuraSani is practically unlimited. Top men report profits like these: Ehlers of Nebraska—$18.00 in his first three hours. Roberts of California—$259.00 in 2½ weeks. Ellis of Kentucky—$20.10 for every hour devoted to selling DuraSani. Lyman of California—averaged $6.60 per hour. Meadows of North Carolina—$51.60 profit in two days, and only worked a few hours each day. How about YOU? How much can *you* make?

AIL THIS COUPON TODAY

ou'd like to make more money spare time or full time ou owe it to yourself to investigate DuraSani. We'll d you illustrated Sales Kit containing everything you d to make good money from the very first day. Rush r name and address for Free Money-making Sales tfit.

Merlite Industries, Inc.
(DuraSani Div.)
4 E. 46th Street, Dept. AMG-11
New York, N.Y. 10017

Merlite Industries, Inc. (DuraSani Div.)
Dept. AMG-11, 4 E. 46th St.
New York, N.Y. 10017

Rush money-making DuraSani Automatic Toilet Bowl Cleaner Illustrated Sales Kit prepaid. FREE and without obligation.

Name_____

Address_____

City_____ State_____ Zip_____

In Canada: Mopa Co. Ltd., 371 Dowd St., Montreal 1, Que.

32 ways to make BIG MONEY as a Skilled Custom UPHOLSTERER

LEARN FAST - EARN FAST — AT HOME

"My sparetime earnings net me a handsome profit of almost $1,000. UTS training sure is thorough, interesting and profitable."
— Albert Clarke

Big FREE Deluxe Illustrated Book gives proof – explains how you can MAKE MONEY 32 WAYS, as a MASTER CRAFTSMAN, in your own business, part-time or full-time . . . with NO INVESTMENT...how UTS continuous business-building aid and up-to-the-minute training starts you earning BIG profits RIGHT OFF! Also tells how, if you prefer, you can step into a well-paid job in this booming opportunity trade. EARN MORE – LIVE BETTER and MOVE AHEAD FAST.

EASIEST LEARNING, EARNING METHODS!

You'll receive FREE Sample Lesson Sheets, too, to prove how quickly, how easily you can learn, begin earning RIGHT AWAY with this SUCCESS-PROVED, State Licensed training!

ONLY accredited course that INCLUDES EVERYTHING YOU NEED
all tools, new wooden frames, materials, fabrics, etc. — at NO EXTRA CHARGE!

You build and slip cover a roomful of fine new furniture you can keep, or sell for more than course costs! You get professional, wholesale buying privileges. Furniture re-upholstering, repairing, refinishing, antique restoring, handling plastics, foam rubber, decorating know-how . . . every skill and advantage to make your training pay off in TOP WAGE, TOP PROFITS IS YOURS FAST! Thousands of our graduates have done it. Find out how you, too, can secure your future in this enjoyable easy-to-learn skilled trade. Write TODAY!

UPHOLSTERY TRADES SCHOOL
(Division of Technical Home Study Schools)
Little Falls, New Jersey
Accredited Member National Home Study Council
America's Oldest and Largest Upholstery School
VET APPROVED

ALL TOOLS AND UPHOLSTERED PIECES YOURS TO KEEP OR SELL

UPHOLSTERY TRADES SCHOOL, DEPT. 525-116 Established 1939
(Division of Technical Home Study Schools)
Little Falls, New Jersey 07424

Please send me FREE book, "Your New Way to a Successful Career," and FREE sample lesson sheets. No obligation – no salesman will call.

Name_____
(Please Print Plainly)

Address_____

City_____ State_____ Zip_____

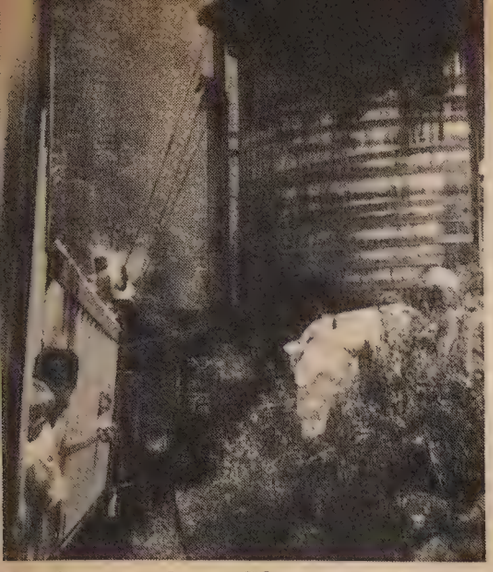
Check here if eligible for Vet Benefits ☐

The George Washington **steams out of Chesapeake & Ohio yard at Alexandria, Va.**
Photograph by Frank Clodfelter

645-647	1016-1018	G-9s	"	"			
648,650	1019,1021	G-9	"	"			
649,651	1020-1022	G-9s	"	"			
652	1023	G-9	"	"			
653	1024	G-9s	"	"			
654,655	1025,1026	G-9	"	"			
656,657	1027,1028	G-9s	"	"			
658,659	1029,1030	G-9s	"	"			
660	1031	G-9	"	"			
661-665	1032-1036	G-9s	"	"			
666,667	1037,1038	G-9	"	"			
668,669	1039,1040	G-9s	Richmond	1909			
670	1041	G-9s	"	1909			
671-677	1042-1048	G-9	"	"			
678-681	1049-1052	G-9s	"	"			
682-686	1053-1057	G-9	"	"			
687	1058	G-9s	"	"			
688	1059	G-9	"	"			
329-332	1060-1063						
334-350	1065-1081	G-11	Baldwin	1903-'09	22x28	56	178000
AC&I	1085	G-15	Pittsburgh	1916	"	"	204000
SV&E	1095-1098	G-17	"	1906	22x30	60	218600
1000	1100	K-1	Richmond	1911	29x28	57	315000
1001-1049	1101-1149	K-1	"	1912			
1050-1055	1150-1155	K-1	"	1914			
	1160-1209	K-2	"	1924	28x30	63	358000
	1210-1259	K-3	"	1924	28x32	63	355000
699	1290	H-3	Brooks	1910	22&35x30	62	327300
700	1295	H-1	Schenectady	1910	22&35x32	56	392000
723-724							
701-722	1300-1323	H-2	Richmond	1911	"	"	400000
749							
725-748		H-4	"	1912			
761							
750-760		H-4	"	1913			
775,762							
763,774	1325-1375	H-4	"	1914	22&35x32	56¼	425000
799							
776-798	1376-1399	H-4	Schenectady	1915			434000
809							
800-808	1400-1409	H-4	"	1916			437000
834							
810-833							
859							
835-858	1410-1459	H-4	"	1917			
874							
860-873	1460-1474	H-4	Richmond	1918			
914							
895-913	1475-1494	H-6	"	1920-'1	22&35x32	56¼	441000
934							
915-933	1495-1514	H-6	Schenectady	1923			
939							
935-938	1515-1519	H-6	"	1923			
889							
875-888	1520-1534	H-5	"	1919	23&35x32	57	448000
894							
890-893	1535-1539	H-5	"	1919			
1124							
1100-1123	1540-1564	H-7	"	1924	(4)23x32	57	565000
	1570-1589	H-7a	Baldwin	1926	"	"	569830
	2300-2349	K-3a	Richmond	1926	28x32	63	358000

Roster supplied by Charles E. Fisher, president and editor of Railway & Locomotive Historical Society, Inc. Wheel arrangement: (A, A-10) 4-4-0; (A-16) 4-4-2; (C2, C7) 0-6-0; (C-8) 0-8-0; (C-11, C-13) 0-6-0; (C-12) 0-10-0 (C-14, C-15) 0-8-0; (E-5, E-6) 2-6-0; (F-1, F-11) 4-6-0; (F-15, F-19) 4-6-2; (G-1, G-15) 2-8-0; (H-1, H-6) 2-6-6-2; (H-7) 2-8-8-2; (J-1, J-2) 4-8-2; (K-1, K-3) 2-8-2.

Nos. 275-277, 283, 284, 434, and 435 were rebuilt in 1924. Nos. 427 and 428 were rebuilt in 1915. Nos. 432 and 433 were rebuilt in 1923. Nos. 436-439 were rebuilt 1917-'25. Nos. 440-448 were rebuilt 1921-'24. No. 650 was rebuilt 1901. No. 651 was rebuilt 1902. Nos. 654 and 655 were rebuilt 1901-'04. Nos. 659 and 660 were rebuilt 1906-'11. Nos. 663 and 664 were rebuilt 1906-'10. Nos. 672 and 673 were rebuilt 1905-'10. ●



Heading north to Silverton with tourists on Rio Grande narrow-gage line, steam engine 473 makes a water stop.
Photo by L. Saillard, Rte. 1, Box 8A, Hammond, La.

Coming Events

Since we go to press long before publication date, send us your notices as far in advance as possible. Items to appear in our February issue must be received by November 10th. Address Art Knowles, *Railroad Magazine,* 205 East 42nd Street, New York, N.Y. 10017.

Nov. 5: Special 6-car train with ex-CPR mountain obs. car 599 and combo 2544, Los Angeles to Fallbrook, Calif., on the Santa Fe, with side trip on little-known Irvine Spur to Tustin; photo runs; lunch available at Oceanside; limited to 200 passengers; $8.75 (no half fares). Write Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

Nov. 5: Shenandoah Valley excursion from Washington, D.C., and Alexandria and Manassas, Va., to Front Royal and Harrisonburg, Va., via Southern Ry. Consist includes lounge-coach, de luxe equipment and open-platform obs. car. Fares: $10-$15. Write Rail Travel Assn., Box 62, Alexandria, Va. 22313.

Nov. 6: Special Hi-level train, celebrating 10th year of such equipment on Santa Fe, lv. Los Angeles 8 a.m. for San Diego; photo stops, choice of side trips to Sea World, Zoo, harbor tour. Write Pacific Railroad Society, Box 5279, Los Angeles, Calif. 90055.

Nov. 12: Twentieth Anniversary of Pittsburgh Ry. Museum Assn. banquet in Webster Hall, Pittsburgh, 6 p.m. Write Harry G. Bartley, 224 Lincoln Ave., Pittsburgh, Pa. 15202.

Nov. 13: Metropolitan Phila. Ry. Asso. sponsors PCC trip over Phila. Transp. Co. subway-surface, private rt.-of-way on Island Rd., northern lines. Contact Trip Committee, 831 Pleasant Rd., Yeadon, Pa. 19050.

Nov. 13: Special train on New York City West Side Freight Line, Harlem Div. and Hudson Div. to Harmon, tour shops; "S" Class electric loco normally used only in Grand Central Terminal on part of trip. Lv. GCT 9:30 a.m.; coaches and snack car. Fare $8.75 ($10 after Nov. 9th). Write Trip Committee, Electric Railroaders' Assn., 145 Greenwich St., New York, N.Y. 10006.

Nov. 19: Exposition of Steam (historic and modern), live-steam loco models, steam rollers, pumps, automobiles, marine, etc. Fifth Annual at Gold Coast RR, Miami RR, Historical Society. Starts 12 noon. Admission free, Drive south on U.S. #1 to S.W. 152nd St., (Coral Reef Dr.), turn west 4 miles to South Campus of University of Miami. Write Lois C. Beekman, Secy., 811 S.W. 6th St., Fort Lauderdale, Fla. 33315.

Nov 24: Thanksgiving Day dinner and tour on the Long Island Rail Road from New York and Brooklyn to Riverhead and Greenport, $10.50. Write LIRR Tour Dept., Jamaica, N.Y. 11435.

Nov. 27: Tour Mexico; special train with Pullmans and obs. car on Santa Fe, National Rys. of Mexico, (including narrow-gage lines), Sureste RR., United Rys. of Yucatan, and the SP. Price from $769. Write R. Finlay, Jr., Civil Service Rail Fans, 11306 Burbank Blvd., North Hollywood, Calif. 91600. ●

Gain Prestige, High Income, Job Security

You, too, can be an Accident Investigator

Pleasant New Way To Earn Up to $1,000 a Month

What Other Career Offers A Better Future?

In a matter of weeks you can know exactly how to *investigate the facts* about an accident or fire; *properly estimate the loss, then help distribute the millions of dollars* insurance and transportation companies pay out to cover damages and injuries. For many men this is a golden opportunity to get into one of today's most exciting new professions. 200 million accidents *this year* will require so many more trained investigators, some beginners get over $500 a month, plus car!

We Teach You Quickly at Home in Your Spare Time

We are training scores of accident investigators by mail and helping to place them in the fast-growing, highly profitable Accident Investigating Field. No previous experience is required. A car is usually furnished; expenses are paid. Many men earn while they learn. Only averaged education is required.

Here are just a few reports of recent earnings: Bob Durant jumped his salary to $7500 as soon as he started. Bill Peck made $943.00 *in just 5 days,* checking hurricane damage! Bob Pritchard reports companies in his area offering men $8,000 a year to start, plus car and expenses! (Some men are earning up to $8 an hour on the side in their spare time.) No wonder Art Victoria writes, "I recommend Liberty School (Home Study Course) for anyone seeking a much better life."

Keep Your Old Job, Work Spare Time While You Build Your Own Business

Only 15 minutes reading a day puts you on the high road to success as an accident investigator. Many men get their diplomas in a matter of weeks! (We give you FREE Employment Help through our nation-wide PLACEMENT SERVICE. We also show you how to start an investigating business of your own at home.) Companies with job openings for salaried men or independent investigators are making good use of our graduate lists.

Mail Coupon Today for FREE Brochure — No Obligation

Let us prove how easily you can quickly switch into this exciting new career that provides prestige, security, a bright future! Sending for FREE Information does not obligate you in any way. No salesmen will call. Mail postcard or coupon below today to Dept. 12611, Liberty School, 162 E. Cook, Libertyville, Ill. 60048

(Liberty School of Claim Investigating is Approved by the State Approval Agency for Veteran's Benefits.)

Jim Edwards, Director, Dept. 12611
Liberty School of Claim Investigating
162 E. Cook, Libertyville, Illinois 60048

MAIL THIS COUPON

Rush me your FREE BROCHURE showing how I can gain job security and prestige and make as much as $1,000 a month by getting into the Booming Accident Investigating Field. Also include the actual names and locations of successful graduates all over the country. This does not obligate me in any way, and no salesmen will call.

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____

The Switch List

Due to Christmas mail, a baggage car was added last December to the Colorado Springs secetion of the *Rocky Mountain Rocket*, shown leaving Colorado Springs en route to Limon for a meet with the Denver section of CRI&P train No. 8.
Jim C. Seacrest, 2101 Birchwood, North Platte, Neb. 69101

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. Do not omit St., Ave., etc., in your address. Use abbreviation: *tts.* (timetables); *emp. tts.* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our Jan. department is closed. All Feb. entries should reach us before Nov. 10th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y., 10017.

GUNTHER ACHUFF, 3140 24th St., Sacramento, Calif. 95818, sells pix, diagrams, whistles, books, 1906-'47 loco cyclopedias, etc. (SSE).

H. ADIX, Box 126, Kiester, Minn. 56051, will trade 2 books, "Railroads, Railroads" and "Treasury of RR. Folklore," new cond., for books by Ziel, Beebe, or Ehernberger.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix of locos and stations of LV, RDG, CNJ, L&NE, DL&W, L&HR, NYC, PRR and Pa. shortlines.

ROY AYERS, 126 W. Queen St., Edenton, N.C. 27932, buys pix H&F, CG&W.

HARRY BARTLEY, 224 Lincoln Ave., Pittsburgh, Pa. 15202, sells 1941-'55 Pittsburgh Rys. transfers.

LEN BEARD, 7613 Deep Spring Rd., Wonder Lake, Ill. 60097, wants Milw. Elec. Ry. & Light maps, lanterns, switch keys, emp. tts., pix, info.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants pix of Key System 495-499 in NCL colors.

B.E. BISHOP, 1151 Morena Blvd., San Diego, Calif. 92110, sells back issues Railroad Magazine, Trains, Western Rrer., Interurbans, SP Bull., misc. mags., tts., books. Free list.

M.W. BLANKINSHIP, 3555 Bainbridge Ave., 2-H, Bronx, N.Y. 10467, sells NY Central dining-car silverware and silver serving pieces. (SSE)

J.G. BOGLE, 1749 Dyson Dr. N.E., Atlanta, Ga. 30307, wants "Steam Loco. & RR. Tradition No. 8."

MIKE BOYAR, Box 508, Bound Brook, N.J. 08805, sells color slides, negs., train orders, steam oil paintings, rule books.

ED BURKE, 131 Florence Ave., Irvington, N.J. 07111. buys CN tts. showing The Gull.

J.H. BURKEL, 133 Lehigh Ave., Blackwood, N.J. 08012, will buy pix or negs. of 5/2/64 Iron Horse Ramble to Gettysburg.

E. CAPPON, 3238 Elwood, Grandville, Mich. 49418, wants 35mm color slides UP DD40, SD24, GP35, GP30, GP20.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys or trades Alco, Baldwin, and Lima bldrs. pix.

HARVEY CLOUGH, 8 Wescott St., Limerick, Maine 04088, will buy any size pix B&M 849 (4-4-2), WM 849 (2-8-0), and MILW 849 (4-6-2).

T. COTT, Carrick, Otranto Pl., Dunleary, Ireland, will sell one copy of Baldwin Record No. 63, mint cond. Make offer. (ed note: he has a very large collection of railroadiana.)

DICK COULTON, Box 127, Longview, Alta., Canada, sells 3x4½ pix NAR private car "Dunvegan," built 1882.

HERMAN CULL, 27 Cumnerland Rd., Richmond, Ind. 47374, trades tie year markers.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys or trades GT and Great Western of Canada railroadiana.

LYLE EVERSON, Box 108, Viroqua, Wis. 54665, will sell all issues of Railroad Magazine, 1947-'55, perfect cond.

ED FULCOMER, Box 1004, Canon City, Colo. 81212, sells, trades, or buys slides and negs. D&RGW, UP, CB&Q, ATSF, CRI&P.

PAUL GARDE, Box 368, Green Mountain Falls, Colo. 80819, sells color slides. List and sample 35¢. Has wide variety of rr. and streetcar subjects, some of which were used on *Railroad Magazine* covers.

CHAS. GILLILAND, Box 424, LaFayette, Ala., collects East Coast tts. and emp. tts., also old CofG and Sou, tts., any date.

GARY GRAHL, 1452 Leland Ave., New York, N.Y. 10460, sells 3½x5 color pix of trolleys: TARS, PTC, PSTC, SHRT, TTC. List free.

JIM GRAVES, 14481 57th Ave. S., Tukwila, Wash. 98067, will sell Trains, Vol. 1, No. 1, to Vol. 20, No. 4, complete, in good cond. Make offer.

H.R. GRIFFITHS, 821 Houston Rd., Boise, Idaho 83704, sells 1966 pix UP 8444 in frt. service and on Idaho fantrip.

WALTER HAMMOND, 1015 Dover Ave., Farrel, Pa., collects switch keys and all other kinds of old keys.

ZENO HANSEN, 1626 Sherwin Ave., Chicago, Ill. 60626, buys any size pix C&NW pass. diesels painted UP colors; also C&NW 5000A, 5003A, 5004A,B, and 5007A,B.

JIM HARPER, 5436 N. 20th St., Milwaukee, Wis. 53209, sells CERA Bulls., Interurbans, etc. (SSE). Trades orig. 35mm slides Milw. area for ACL, MKT, SP&S, WF, WP.

LAZEAR ISRAEL, 936 S. Genesee Ave., Los Angeles, Calif. 90036, wants color slides LARy. PCC's and cars of Cooperative Transit (Wheeling, W.Va.)

BOB and LOU JONES, 131 Kendall Way, Covina, Calif. 91722, have UP brake clubs to swap for those of any other road. Trade list available.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells back issues Railroad Magazine, Trains, R&LHS Bulls., Mdl. RRer, RRMC. Buys lots of same in good cond.

DICK KISTLER, 1320 Commercial St., Superior, Neb. 68978, wants CB&Q tts., emp. tts., rule books, loco assignment sheets, annual reports, steam pix

A2C JOHN LARUE, Jr., AF 13817641, Box 249, 810th Radaron, Winston Salem AFS, N.C. 27107, buys rr. non-revenue equip. negs. and PS&N pix.

K.C. McDANIEL, Box 1118, Atlanta, Ga. 30301, will sell steam loco bell, headlight, etc.

JOHN McKAY, 838 B 19th St., Santa Monica, Calif. 90403, wants pre-1950 tts., esp. SP, B&M, MEC, C&NW.

M.E. MEREDITH, 1455 Cola Dr., McLean, Va., will buy steam loco bell, preferably within driving distance of his home.

K.W. MOORE, 111 Galahad St., Borger, Texas 79007, sells or trades tts., emp. tts., rule books, back issues various rr. mags. (SSE).

HOLMER MOSS, Box 1065, Borger, Texas 79007, wants tt. of T&NO Dallas-Beaumont branch.

JOHN MYERS, 50-31 Newton Rd., Woodside, N.Y. 11377, sells color pix and slides NYNH&H, Pennsy, LIRR, NYCTA, etc. List free.

DAVE NESTLE, Ray Rd., Greenwich, N.Y. 12834, sells large and varied selection of railroadiana. Complete list 10¢.

W. NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, buys diesel and elec. bldrs. plates, also steam and elec. headlights.

W.R. OSBORNE, 1019 SE 12th Ave., Deerfield Beach, Fla. 33441, sells p.c. size steam pix D&SL, IC, L&NE, N&W, PRR, RDG, RF&P, SAL, etc. (SSE).

ALAN OXLEY, 2214 Royce Ave., Kalamazoo, Mich. 49001, will sell many issues of Railroad Magazine, 1956-'61; also RMC, 1957-'61; MR, 1953-'51; Model Frer, Nos. 36-45. (SSE).

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells duplicate Kodachrome 33mm slides steam, diesel, trolleys. Sample 25¢.

ART PETERSON, 202 Norwood Dr., Colonial Heights, Va. 23834, wants LV pix and info. on locos.

JAY PIERCE, 3890 N. Ruby St., Schiller Park, Ill. 60176, wants back issues Railroad Magazine and Vol. 3 of Trains bound.

DAVE PINTO, 1735 Ed. Laurin, Montreal 9, Que., Canada, sells emp. tts. of CN, WAB, TH&B, NYC. List 10¢.

J. QUINN, 39 Foxhurst, Manhasset, N.Y. 11030, wants pix and slides NYC in Hudson and Mohawk valleys.

SSgt DAVE READ, Box 88, 2168th Comm. Sq., APO, New York, N.Y. 09194, will try to send British Rys. material requested by railfans. Send want list with 8¢. (SSE).

JOHN ROBERTSON, 808 E. Monroe, Mexico, Mo. 65265, buys pre-1950 WAB and pre-'47 Alton tts. Buys WAB and Alton pix and negs.

JIM ROBINSON, 32 Old Colony Way, Scituate, Mass. 02066, sells size 616 negs. B&M, NYNH&H, NYC, BAR, PT, MEC, etc. (SSE).

ERIC RODGERS, Box 983, Stowe, Vt. 05672, sells brakemen's lanterns. (SSE).

DON ROSS, 1219 N. Windomere, Dallas, Texas 75208, sells city traction and rr. pix and negs. List and sample 50¢. Both lists and sample 75¢.

DICK RUMBOLZ, 3134 S. 29th St., Lincoln, Neb. 68502, sells trolley negs., size 616, on approval. (SSE). Wants Iowa and KCPS negs.

JIM SCOTT, 259 Congressional Lane, Rockville, Md. 20852, trades N&W emp. tts. Buys steam slides on Blue Ridge Mts.

N.R. SEIDELMANN, 1053 N. 31st St., Camden, N.J. 08105, trades 8mm color movies PST and PTC for other steam trolleys, esp. TTC, European.

BOB SEMICHY, 246 Garden Hill Dr., Los Gatos, Calif 95030, wants color pix, slides, or drawings of ATSF 3460 to determine exact shade of blue loco was painted.

GEO. SILCOTT, Box 206, Worthington, Ohio 43085, will buy 3,6,11/1914 and 12/17/18 and 1/18/19 issues of Railroad Man's Magazine.

KEVIN SMITH (age 8), 252 Corcyra Rd., Sunbury, Pa. 17801, will buy any size pix of rr. wrecks, rr. bridges, PCC trolleys. (Ed. asks, is he our youngest reader?)

AL STARK, W.Q. Adams House, Ann Arbor, Mich. 48104, wants emp. tts., esp. CMSP&P, RDG, NYC. WAB; also Detroit trolleyana.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells Dietz inspection lanterns, brakemen's lanterns, books, mags., etc. (SSE).

JOHN STASHIK, 1505 Edith St., Berkeley, Calif. 94703, buys Key System movies.

ELMER STEUERNAGEL, 515 Miranda Rd., Pittsburgh, Pa. 15234, wants PRR number plates, esp. keystones; also PRR, N&W, and SOU builder's plates, other hardware. or trade.

TOM STRAUSS, 11550 Xavis St., N.W., Coon Rapids, Minn. 55433, buys any size diesel pix of CMSP&P, CB&Q, NP, GN, C&NW, Soo, DM&IR, CRI&P, SP&S, GB&W, MT, D&RGW.

MIKE STUDENT, 1798 Hillboro Ave., Reno, Nevada 89502, buys or trades for Virginia & Truckee pix.

JOHN SULLIVAN, 750 Elk Spur St., Elkin, N.C. 28621, trades slides of SOU, ACL, SAL,, NS, NFD, D&S, etc., for those of NW, SW, and Western rrs.

ELIJAH SUTHERLIN, 414 Airport Dr. Danville, Va., will buy telegraph sounder made of brass or copper pipe not made of cut brass.

BERNARD ALBERT, M.D., 3535 Rochambeau Ave., Bronx, N.Y. 10467, will buy slides of locos displayed at 1939-'40 N.Y. World's Fair, also slides of LIRR special trains.

GEO. BARTH, Mary Ellen Dr., Charleston, S.C. 29400, seeks pix and plans of CV dining car 600, and Rut. dining car 900, buy or swap. Has plans of various Pullmans many types of CP pass. cars.

LEROY BEAUJON, 2160 Center Ave., Fort Lee, N.J. 07024, wants all kinds of items from Cent. New Eng. Ry. and predecessors.

HENRY BENDER, Jr., 110 Roundtable Dr., Unit 6, Apt. 2, San Jose, Calif. 95111, seeks info., rosters, loco pix of all rrs. that ever ran in New Mexico. esp. abandoned lines.

ERIC BRACHER, Box 463, Agnew, Ga. 95001, wants medals or coins depicting rr. interest.

JIM BUCKLEY, 5834 W. 28th St., Cicero, Ill. 60650 will buy or trade for pre-PCC El Paso streetcar slides, dupl. or originals.

R.E. CARPENTER, 5440 High Point Rd., N.E., Atlanta, Ga 30305, will buy Loco. and Car Bldrs. Cyclopedias.

ANDREW DEILE IV, 161 Edgecombe Dr., Battle Creek, Mich. 49015, will buy Baldwin Loco. mags, old Pennsy, NYC calendar pix; negs. of Lackawanna steam in vicinity of Denville, N.J.

RAY DESCHENES, 903 Mohawk Rd., E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix, CN, CP; list 20¢. Buys, sells CN, CP, TH&B steam negs. Will sell 2 PRR calendars, late '40's (SSE).

ALDEN DREYER, County Rd., Deerfield, Mass. 01342, will sell 11 Trains' Albums of Photos, 13 rr. books, some emp. tts., switch keys; the lot $30 postpaid.

EUGENE ELLIS, 550 W. McIntosh St., Milledgville, Ga. 31061, wants size 116 caboose negs., WofAla, A&WP, A&SAB, NH.

T.M. FLATTLEY, Jr., 411 Gatewood Rd., Woodcrest, Haddonfield, N.J., has over 4000 negs. from which to make PRR steam prints. Will sell or swap PRR prints. Has much info. on PRR steam numbers, div. assignments sheets, etc.

JEROME FOSTER, 9 Ainsworth Rd., Winchester, Mass. 01890, wants old loco lithographs, paintings, prints, reproductions.

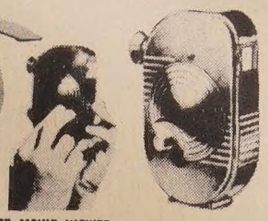
PAUL GABARDINO, Box 643, Billerica, Mass. 01821, buys div. tts. and emp. tts. of B&M and predecessors, also action movies and color slides of New Eng. roads.

Big 3 Bargain Sale

~~$12.95~~ $4.95

REGULATION POLICE HANDCUFFS
With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. $4.95. Deluxe Leather Cuff Case: $2.75.

$9.95 ~~$13.95~~

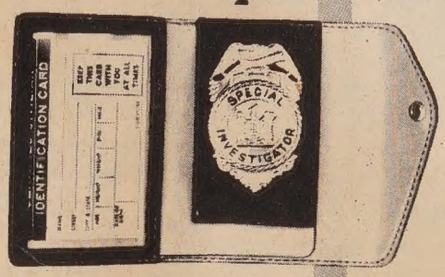


HOME MOVIE VIEWER
SPECIAL INTRODUCTORY OFFER.
Beautiful precision made home movie viewer which takes any 8MM roll of film up to 50 feet. FREE with each viewer, 2 reels of special girlie action movies. $9.95

~~$5.95~~ $2.95

LITTLE ATOM PISTOL
Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, $2.95. Extra blanks 50c per capsule.

~~$4.95~~ $2.98



IDENTIFICATION BADGE CASE
Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only $2.98. I.D. Cards 25c each.

~~$3.00~~ $1.00 WHO STOLE MY BIKINI?!! "TITILATING BALL POINT PEN"

Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
$1.00 Postpaid 6 for $5.00

IN GLORIOUS COLOR

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open. $4.70; 7 1/16", $4.95; 9", $7.50; 11", $12.95

~~$3.95~~ $1.98
OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.25.
SPECIAL OFFER: FREE! Authentic Badge Carrying Case FREE with each badge.

Not sold to Calif. or N.Y. res.

~~$12.95~~ $5.95
22 Cal. Blank Cart.
6 Shot Revolver
No Permit Required
"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 6 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long, ideal for stage, sporting events, boating, protection. Revolver $5.95, "QUICK DRAW" deluxe leather holster $2.25.

ORDER BLANK

BIG THREE ENT. INC.
Dept. AM610, 1109 6th Ave.
New York, N.Y. 10017

Enclosed is check, cash or M.O. for $ _____ Enclosed

Please send me items checked.
A Handcuffs; B Movie Viewer C Little Atom Pistol; D I.D. Badge Case; E Peek-A-Boo Pen F Wolf-Pack Cards; G Stiletto, _____ size; H Badge (_____ specify type); I Revolver.

Satisfaction Guaranteed. Send cash, check or M.O. and save C.O.D. charges. $1.00 deposit with C.O.D. orders.

Address _____

City & Zone _____ State _____

Name _____

Dave Wilkie, 595 Leaside Ave., Victoria, B.C., Canada

Train of the White Mountain Central Railroad, consisting of a Baldwin Mikado and ex-Katy coaches, is waitng at the little depot near McNary, Arizona, for beginning of day's activities, including 40-mile round trip into the mountans.

men's mart

Products shown may be obtained directly from indicated sources. Send check or m.o. Mfr. will refund purchase price on prompt return of unused, non-personalized lines. This department not composed of paid advertising.

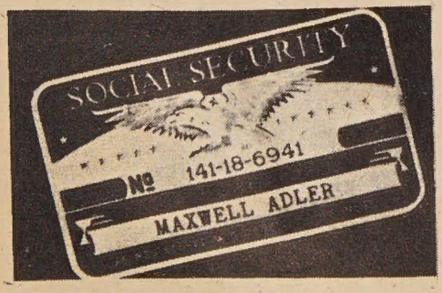
GENUINE OIL PORTRAITS of those you love handpainted from photo or snapshot (returned unharmed) by skilled artists on canvas or silk. Send color details—hair, eyes, etc. Prices start at $14.95. Send for free catalog. Buckingham Galleries, University Plaza, Dept. AMGB, Campus Drive, Newport, Calif. 92660

WHEN ORDERING MERCHANDISE

FROM MEN'S MART, PLEASE

MENTION RAILROAD.

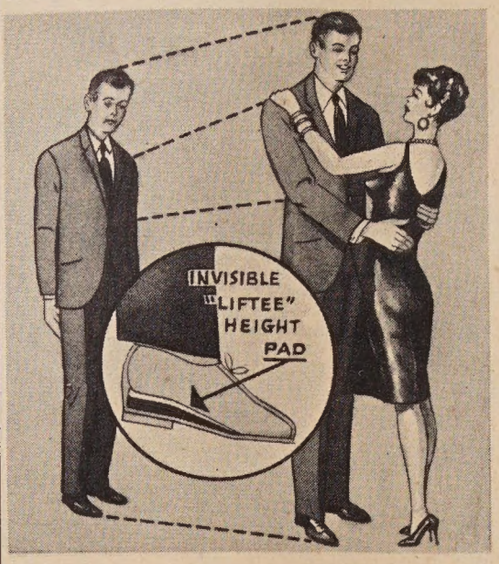
PERSONALIZED EYEGLASS HOLSTER. Keeps glasses handy. No bulging pockets. Designed for easy in and out removal. Made of rich leather-grained Plast-O-Hide for long wear. Slides conveniently onto belt. Lined inside to protect and clean lenses. Monogrammed with 3 initials in gold $1.98, 2 for $3.50, ppd. Crescent House, 135 Central Pk. Rd. Ave, Plainview, L.I., NY 11803.



METAL SOCIAL SECURITY CARD. Lasts a lifetime. Not harmed by fire, water, etc. Wafer thin, 4-color, solid aluminum. Wallet sized 3½" x 2". Engraved with full name and number. 1 card $1.00, 3 cards $2.79. Big Three Enterprises, Dept. AD12, 1109 Sixth Ave, NY, NY 10036

Never Look SHORT Again!

Now You Can Be TALLER Instantly!



By at least 2 full inches with amazing new invisible "LIFTEE" HEIGHT INCREASE PADS

Are you handicapped in your social contacts because of a short appearance...tired of being called shorty? Now, at last you need not suffer this embarrassment any longer with the aid of "LIFTEE", the new amazing **HEIGHT INCREASE PADS.** Simply slip these invisible pads in any pair of shoes. Now step into them and add 2 inches in height. **THE SAME HEIGHT INCREASE AS EXPENSIVE HEIGHT INCREASING SHOES,** for a fraction of the cost, to give you new poise and self-confidence — a key to success and romance. No one will suspect that you are wearing them — but what an impressive difference they make! These **LIGHTWEIGHT FOAM RUBBER AND CUSHION CORK PADS** fit securely without gluing and interchangeable in any shoes. "LIFTEE" is scientifically designed for real walking comfort and an aid to to better posture. "LIFTEE" is worn by thousands of smart men and women in all walks of life. Durable and shock absorbing. State man's or woman's shoe size.

ONLY $1.98 per pair AMAZING LOW PRICE!

SEND NO MONEY!
Free 10 Day Trial!
Just mail coupon today

Pay postman on delivery, only $1.98 plus postage per pair of "LIFTEE" HEIGHT INCREASE PADS. Or send only $1.98 with order and we pay postage. **10 DAY TRIAL MUST SATISFY OR MONEY WILL BE REFUNDED.**

FREE 10 DAY TRIAL COUPON!

THE LIFTEE COMPANY, DEPT. 125
Box 608, Church Street, New York, N.Y. 10008

Rush my "Liftee" Height Increase Pads in the size checked below. I will pay postman on delivery only $1.98 plus postage. I must be absolutely satisfied or I can return the pads within 10 day trial and my money will be refunded.

Check Box — State Shoe Size

☐ Mans Shoe size_____ ☐ Ladies Shoe Size_____

☐ Check here if you wish to save postage by sending only $1.98 with coupon. Same money back guarantee.

NAME_____

ADDRESS_____

CITY_____STATE_____ZIP_____

(Canadian or Foreign orders $2.40 No COD's)

EXPERTS have been FOOLED by the Genuine Appearance SENSATIONAL OFFER!

SIMULATED STAR SAPPHIRE (APPROX. 4 KARAT SIZE)

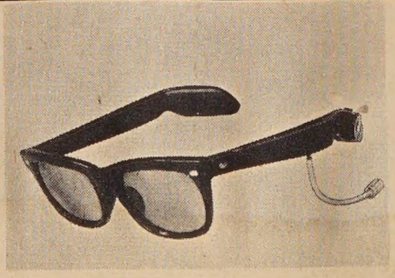
Ablaze with life and light. The color and star of the genuine star sapphire captured by amazing new process. Genuine STERLING SILVER mounting in elegant Florentine finish. Two simulated side diamonds. Sizes available from 6 to 9. Usually worn on small finger. Guaranteed—your money back in 10 days if not satisfied.

Only $5.75 ppd.

Also available in 14 Kt. Gold @ $50.00 ppd.

Send your ring size and check or money order to:

PREMIUM BUYERS CLUB, INC.
P.O. Box 15020, PHILADELPHIA, PA. 19130



IT'S A RADIO! Hidden in the frames of sun glasses. 3 transistors, built-in antenna, vol. and station controls. Amazing reception. Fun for folks on the go. Styles for men & women. 90 days warranty. Refund in 10 days, if not satisfied. $19.95. Send cash, ck, m.o. Peter Assini, 270 Marvin Ave, Hackensack, N.J. 07601

Today let these AMAZING SHOES ADD INCHES TO YOUR HEIGHT!

Nothing like a pair of "ELEVATORS" to help you get up in the world! In seconds, these miraculous height-increasing shoes make you almost 2 inches taller! And no one will suspect that you're wearing them because "ELEVATORS" look just as smart and feel just as comfortable as any other fine shoes.

Write for FREE CATALOG today.

ELEVATORS®
HEIGHT-INCREASING SHOES

Brockton Footwear, Inc.
Dept. 5012G, Brockton 68, Mass.
Please send free catalog

Name _____

Street _____

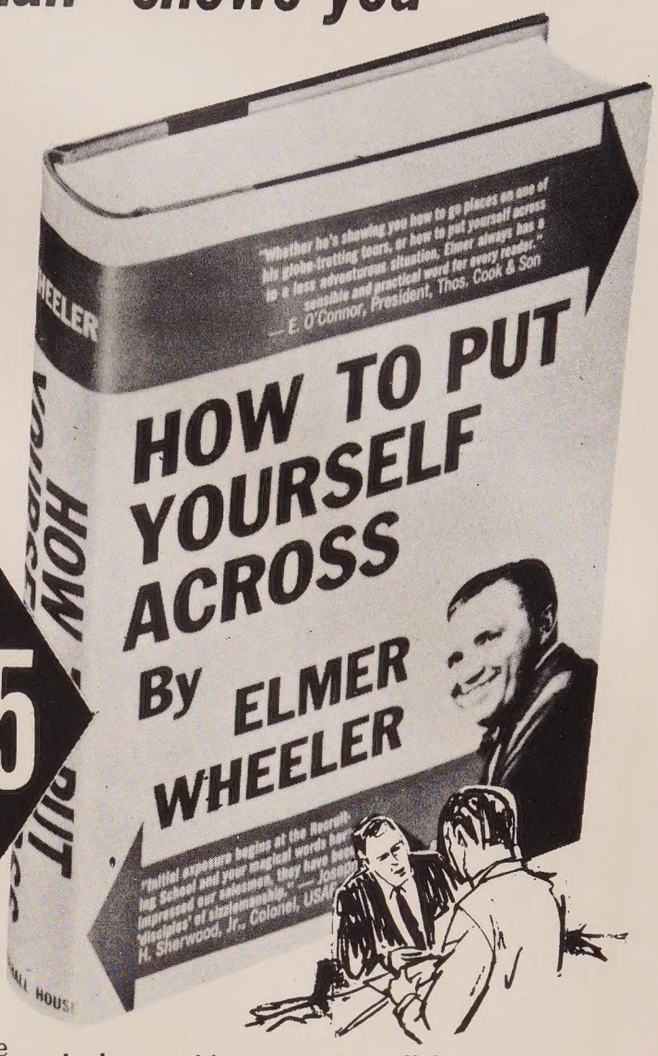
City _____State _____

CLIP AND MAIL COUPON NOW

AMERICAN CANCER SOCIETY

Now— "America's #1 Salesman" shows you

How To Put Yourself Across


"Whether he's showing you how to go places on one of his globe-trotting tours, or how to put yourself across in a less adventurous situation, Elmer always has a sensible and practical word for every reader."
—E. O'Connor, President, Thos. Cook & Son
HOW TO PUT YOURSELF ACROSS
By ELMER WHEELER
"Initial exposure begins at the Recruiting School and your magical words have so impressed our salesmen, they have become 'disciples' of sizzlemanship."
—Joseph H. Sherwood, Jr., Colonel, USAF

Yes, step by step, Elmer Wheeler shows you how to make your day-dreams come true . . . 8 rules for self-made people . . . 6 ways to conquer complexes . . . how to overcome inferiority . . . the art of conversation . . . how to know what you want in life, and how to set your ideas into vital motion!

only $2.95 (regular price $4.95)

Here, too, you'll discover why it pays to:

- **BE A GOOD LISTENER**
- **ADMIT IT WHEN YOU ARE WRONG**
- **GIVE PEOPLE AN INCENTIVE**
- **NOT CORRECT OTHERS—HELP THEM**
- **RADIATE WARMTH**

As you read Elmer Wheeler's new book and start to apply these amazing simple techniques, you'll actually feel yourself changing into a more confident person . . . a person who, aglow with an understanding of human emotions, can meet challenges, overcome personal defeats, and win the respect of others.

Here is the blueprint Elmer Wheeler himself has used to become one of the nation's top salesmen . . . to inspire millions with his success philosophy . . . to reach the top income brackets. Check the chapter headings — then let each one be *your* guide to a happier and more successful life.

Special Sensational Offer!

This book, a best-seller at $4.95, is yours for a limited time only at the amazing price of $2.95. Read it. Study Elmer Wheeler's exciting formula for personal success. *You have a money back guarantee that it will work for you, as it has for thousanss of others!* Full refund privilege is guaranteed if it doesn't help you!

In these exciting pages you will discover hundreds, literally hundreds of ways to make you vital, dynamic—more successful in life!

Here are some of the power-packed chapters you will read:

- How to win others to your way of thinking for everlasting friendship
- Sizzling ways to make people feel like a million dollars
- How an inferiority complex saps your energy, drains pep, loses friends — and what you can do about it
- How to harness an inferiority complex and make it work overtime for you
- How to make people do things for you
- How to make your day-dreams come true
- Two word system to win friends and friendships
- Don't hide yourself behind a mask of put-on modesty
- Pick the right day to ask people for favors
- The hypnotist's great secret that anyone can use to influence people
- How to get the full attention of people
- Have a genuine regard for others and in so doing have many friends

ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

Here's what famous executives say about Elmer Wheeler: "Whether he's showing you how to go places on one of his globe-trotting tours, or how to put yourself across in a less adventurous situation, Elmer always has a sensible and practical word for every reader."—*E. O'Connor, President, Thos. Cook & Son.*

"Initial exposure begins at the Recruiting School and your magical words have so impressed our salesmen, they have become 'disciples' of sizzlemanship."
—*Joseph H. Sherwood, Jr., Colonel, USAF*

Self Improvement Books
Box 3141, Grand Central Station
New York, N. Y. 10017

Rush _____ copies @ $2.95

Enclosed is check or M. O. for $_____

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP CODE_____

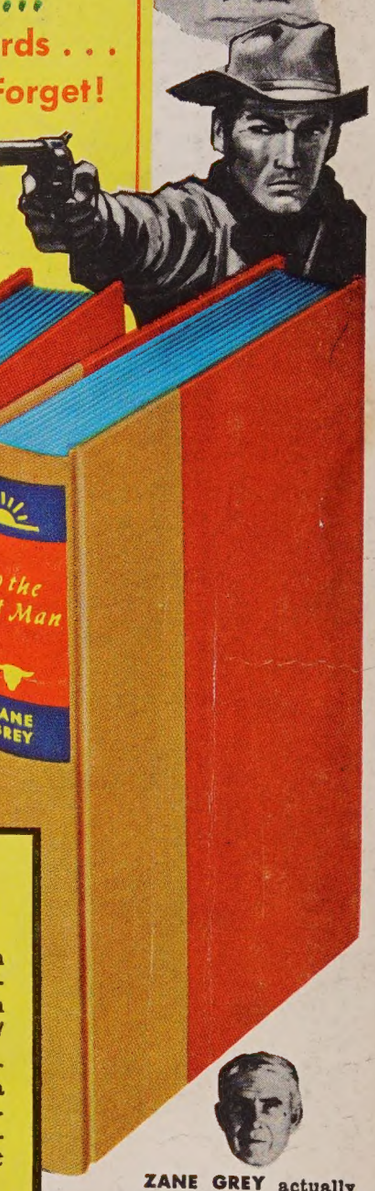
(Add 35¢ postage and handling)

REWARD for Western Fans!

Here are all the Action-Packed Days of the Old West...

Throbbing with the Roar of Blazing Six-Guns . . . Stampeding Herds . . .
Desperate Renegades . . . Heroic Men and Women You'll Never Forget!

3 Great Westerns By ZANE GREY



ALL for only $1.00 [AN $8.67 VALUE]

THESE DE LUXE VOLUMES Are Bound in Glowing Shades of Red, Tan, Blue . . . and Stamped in Genuine Gold

Now Ready! YOUR FIRST 3 VOLUMES

FIGHTING CARAVANS. *Screaming Savages! Stampeding Buffalo! Treacherous Outlaws!* Clint Belmet seeks vengeance against them all — with blazing guns — as he leads the wagon trains across the treacherous Plains.

THE MYSTERIOUS RIDER. "Hell-Bent" Wade needs all his courage, daring and six-gun skill when he faces Cap Folsom's cut-throat rustlers in a vicious *fight-to-the-finish!*

TO THE LAST MAN. The turbulent Southwest never had a bloodier feud than the Pleasant Valley War. It was destined to go on and on—*right down to the last man!*

ZANE GREY actually *lived* the rugged life made famous in his thrilling books!

READER'S RESERVATION CERTIFICATE

WALTER J. BLACK, Inc. TQ
Roslyn, L. I., New York 11576

Send me *at once* the three Zane Grey books described above: FIGHTING CARAVANS, THE MYSTERIOUS RIDER and TO THE LAST MAN. I enclose NO MONEY IN ADVANCE; within a week after receiving my books, I will either return them and owe nothing, or keep them for the special introductory price of ONLY $1.00 (plus a few cents mailing charges) for ALL THREE fine volumes.

Also reserve in my name additional beautifully-bound volumes in the Zane Grey Series. I will be entitled to receive them as they come from the press, on approval, for only $2.89 each (plus a few cents mailing charges). I am to receive advance descriptions of all future volumes. I need never send money in advance; if not completely satisfied, I may return any book within one week of receipt. I may cancel my reservation at any time. *(Books shipped in U.S.A. only.)*

Name.....
(PLEASE PRINT PLAINLY)

Address.....

25A

City & State..... ZIP CODE ZONE NO.

Why We Offer You This "Reward" of 3 Great ZANE GREY Westerns for only $1.00

Is a rip-roaring story of the Old West your "meat"? Then you'll want these three great Western thrillers by ZANE GREY—because *every* Zane Grey Western is jam-packed with blazing gunplay, breath-taking action, blood-tingling excitement!

We'll "reward you" with these THREE Zane Grey Westerns *for only $1.00*—simply for letting us *introduce* you to the handsome, hard-bound, matching volumes of The Zane Grey Series.

What A Treat Is In Store For You!

Just picture these luxurious volumes next to your easy chair. Now, whenever you want, you can enjoy the most thrilling Westerns ever written:

RIDERS OF THE PURPLE SAGE. Brave days of old Utah—drenched with blood!

WILDFIRE. Story of a great wild stallion, a fiery girl—and the man who was strong enough to tame them both!

ARIZONA AMES. His blazing six-shooter spread terror among the toughest badmen!

SHADOW ON THE TRAIL. Quick-shooting Wade Holden fights with rawhide-tough rustlers.

ROGUE RIVER FEUD. Violence and death on Rogue River.

DESERT GOLD. Spine-tingling adventures of men and women crazed by the lure of riches.

WEST OF THE PECOS. A hard-riding, straight-shooting young man turns out to be a *girl!*

THE LONE STAR RANGER. One man against the toughest killers in the wild Texas borderland!

CALL OF THE CANYON. Smashing drama of death and danger!

30,000 ON THE HOOF. Pioneer Huett battles screaming Indians and lawless rustlers.

Other great volumes include: Wild Horse Mesa; The Vanishing American; Fugitive Trail; The Hash Knife Outfit; The Arizona Clan; Twin Sombreros; The Heritage of The Desert; Western Union; Under The Tonto Rim; Robbers' Roost; Shepherd of Guadaloupe; Thunder Mountain; The Thundering Herd; The Man of The Forest; and many more famous Zane Grey Western thrillers. All complete—not a word cut!

SEND NO MONEY

Just mail RESERVATION CERTIFICATE to examine your first THREE volumes, shown and described above. With them will come an introductory invoice for only $1.00 (plus a few cents mailing charges) as payment IN FULL for ALL THREE books, and instructions on how to get your other beautiful volumes, at the low price of $2.89 each. If not fully satisfied you may return all three introductory books, or any later volume in the series; you may cancel your reservation at any time.

You have nothing to lose — and a lifetime of thrilling Westerns to enjoy! So send your risk-free Reservation Certificate NOW to: **WALTER J. BLACK, Inc., Roslyn, L. I., New York 11576**